

MARITIME HERITAGE MINNESOTA

ANN MERRIMAN

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Log Book 35 of the USS Essex February 1, 1895 - July 31, 1895

The Day-to-Day Operations of Shipbuilder Donald
McKay's Last Ship



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USS *Essex* Log Book 35

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle. The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 35 of the USS *Essex*: February 1, 1895-July 31, 1895

The National Archives houses USS *Essex* Log Book 35. Throughout Log Book 35, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with target hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 35, on February 1, 1895, the USS *Essex* was en route from Newport, RI to Barbados, West Indies as part of the United States Training Squadron under the command of Louis Kingsley. Routine daily drills and activities were recorded in the log, primarily to train the apprentices on board. Instructions included Fire Quarters drill, seamanship, knotting, splicing, ground tackle, reefing topsails, shortening and furling sail as if coming into to anchor, using log line gunnery, small arms, single

sticks, and pistols. Ship's maintenance also took place including general cleaning, deck scrubbing, cleaning bags and hammocks, mending bags, and over-hauling boats. In mid-February, as *Essex* approached the West Indies, the crew experienced difficulties in coupling the propeller. The ship anchored in Barbados Harbor - also known as Carlisle Bay- with a 'partially coupled propeller'. The crew began painting the ship's hull and took on provisions and fresh water, while the apprentices took liberty. Official visits were exchanged with local authorities in Barbados, as well as Officers of the West India Regiment and English Army officers. Three American ships arrived in the harbor - United States Flag Ship *New York* under the flag of Rear Admiral Mead - USS *Cincinnati*, and USS *Raleigh*; *New York* fired a 21-gun salute. The American ship's wardroom officers exchanged visits and *Raleigh* sent wig-wag signals to *Essex*: "Which steamer leave for New York?" *Essex*: "Chinese Prince due here will be first to sail for New York". *New York*, *Raleigh*, *Cincinnati* went to sea on February 28; other vessels mentioned during the month were an American mail steamer, English steamer *L.L. Stuart Castle*, and an English brigantine and another steamer. *Essex* re-provisioned and prepared for sea.

On March 1, 1895, USS *Essex* left Barbados, heading for Martinique, and arrived in the harbor of St. Pierre on March 8; along the way, the apprentices and crew engaged in arms and seamanship training. Courtesies were exchanged with the French flagship *Duquesne*, and a French man-of-war anchored near her. The *Essex* crew and apprentices took liberty, on-loaded provisions, and the ship left St. Pierre on March 13. On March 19, *Essex* anchored off Danish Fort Frederiksted on St. Croix in the Virgin Islands; official visits were exchanged with the fort's commanding officer and the US Consul. The movements of the steamer *Carribbee* and American schooner *Bertha Warren* of Portland were noted, and the crew and apprentices conducted drills and ship maintenance. USS *Essex* left for St. Thomas on March 26, and arrived at the island the same day - 2 passengers went along for the trip. The ship used her kedge anchor to swing the ship to bring the wind abeam; 3 days later, the crew put a spring on the anchor cable and swung the ship to bear her guns on the fort. Official visits were shared with the Governor of St. Thomas. The ship was provisioned, hammocks were cleaned and scrubbed, and some seamen were temporarily transferred to the Danish Military Hospital. The log noted the arrival of the New York Yacht Club schooner *Gitana* and the Royal Mail steamer *Esk*; she went into the liftingdock. The British 4-masted ship *Alcyra* got underway, and near the end of the month, more provisions were loaded and the apprentices took liberty.

On April 1, 1895, a Board of Inquest was held about the case of Charles O'Keefe, who accidentally drowned by falling overboard while drunk. An auction was held of O'Keefe's personal effects that net \$13.79. The log chronicled the movements of several ships including the British steamer *Earnwood* arriving with US Mail, the French steamer *Salvador* of Port au France arrived, *Essex* exchanged signals with American yacht *Gitana* and English steamer *Marmaduke*, the ship exchanged visits with the French flagship *Duquesne*, and a German steamer and Danish barkentine were sighted. During the first week of April, the crew repeatedly provisioned the ship and the battalion exercised in heavy marching order while the CO and XO inspected them. On April 6, a

mess attendant belonging to the complement of this ship - who is characterized as an insane person -was returned to *Essex* from the shore hospital, while a French flagship left port and *Essex* exchanged signals with an English ship. *Essex* left St. Thomas on April 7 and the crew commenced in weapons training and other skills. A 3-masted schooner and the Spanish steamer *J. Juan Leon* were sighted. In mid-April, inspections led to the condemnation of large quantities of coffee and biscuits; they were dumped overboard. On April 28, soundings were taken as *Essex* prepared to go into port for anchoring; the next day, the ship anchored off the Naval Station of Port Royal, Jamaica. The CO paid the Commandant of the Naval Station a visit and the next day, the CO of the Station returned the courtesy.

For the first 15 days of May, *Essex* remained at Port Royal, shifting her mooring station a few times up and down river from the Naval Station. The crew and apprentices on-loaded fresh provisions almost daily, conducted weapons drills, sewing and mending, seamanship practice, cleaned the bilges, and exercised on the boats under oars. Theatrical shows were performed by the apprentices and a letter that commended the heroic action of Mess Attendant Eric Lundbrig for his attempt to save a drowning man. On May 16, *Essex* left Port Royal under steam and later, the crew uncoupled the propellor, proceeded under sail, and after sighting USS *Amphitrite*, the ships exchanged signals. The XO of USS *Essex* took the ship's gig to *Amphitrite*; after he returned, the ship resumed course and passed Charleston Light before midnight. Over the next eight days, *Essex* and her crew passed or encountered several sailing ships and steamers, conducted drills, and weathered a violent storm; at one point, the ship rolled up to 35 degrees. On May 24, the crew spotted a 4-masted square-rigged ship that had gone aground just north of False Cape, VA. The ship was being tended by a steamer and several sailing vessels. *Essex* anchored near Cape Henry and Cape Charles Lights, and the next day at noon, the vessel anchored in the York River off Yorktown, VA. Over the last six days of May, the apprentices took shore liberty and conducted practice drills, the steam yacht *Kanapaka* anchored near-by, and *Essex* was provisioned. On May 30, the ship's battalion landed at Yorktown and expended 216 rounds of blanks during the decoration of graves ceremony at the US National Cemetery.

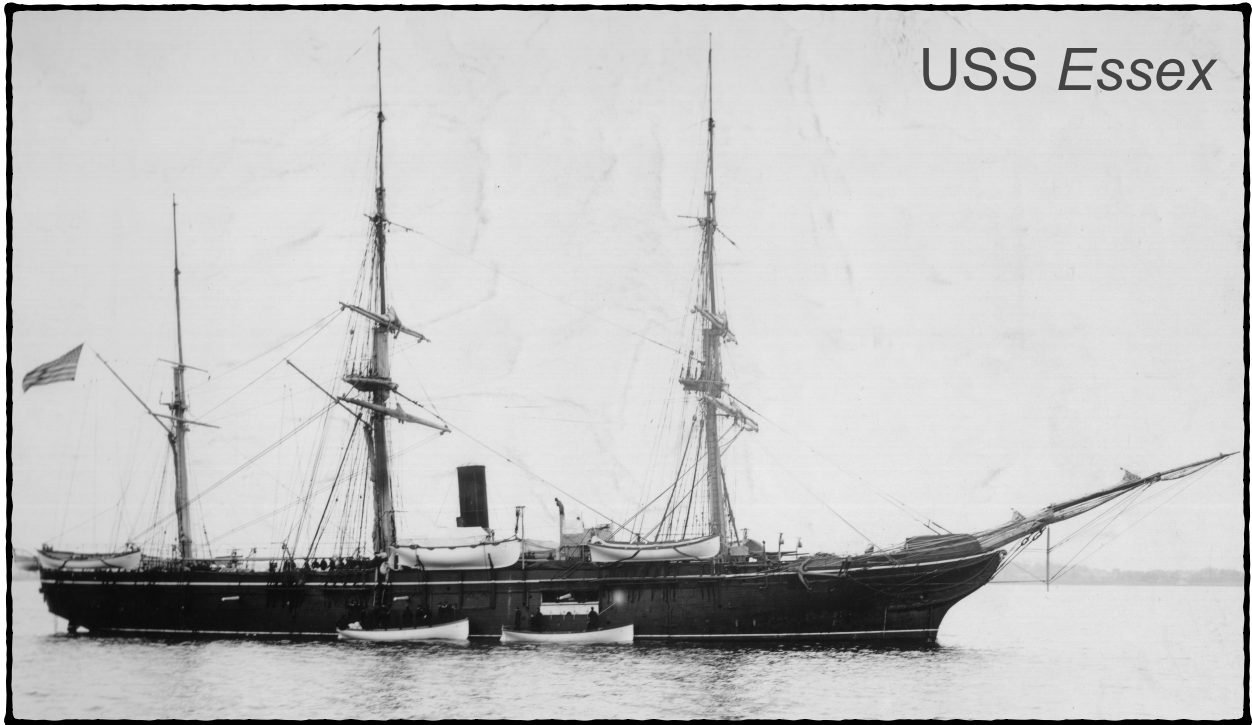
At the beginning of June, the crew and apprentices conducted a series of exercises with the ship's cutters, dinghy, and whaleboat, painted yards and masts, heavy marching in the battalion, took liberty, and provisioned *Essex* daily. On June 7, *Essex* up-anchored and set out of the York River to Hampton Roads and anchored off Old Point Comfort. The Norfolk Navy Yard tug *Wahneta* provisioned *Essex* and the next morning, USS *Raleigh* passed by and went to sea. On June 9, a storm turned back all outbound ocean traffic, and *Essex's* whaleboat set out to assist a 2-masted schooner flying a distress signal; the leaking ship was taken under tow by a Navy Yard tug. Two days later, *Essex* got underway and passed several steamers and sailing vessels on the way out of Chesapeake Bay, traveling through heavy fog the following day. At one point, *Essex* responded to a fog horn blast close off her bow, forcing her to turn to starboard as the crew saw a red light on the port beam - a narrow miss. On June 13 - still in fog - *Essex* discerned the Sandy Hook fog horn and anchored offshore for safety, until mid-morning when the Sandy Hook Lightship was sighted and the ship up-anchored into New York

Harbor and into the East River. *Essex* exchanged signals with USS *Raleigh* and USRS *Minnesota*; the CO visited *Minnesota* and two days later, *Minnesota*'s CO visited *Essex*. The crew avoided fouling with the British steamer *Croft* when they took in the spanker. On June 19, *Essex* got underway and stood downriver of the Brooklyn Navy Yard, mooring at the Cobb Dock for engine room work, ahead of USS *Chicago*. From June 20 to June 26, crewmen transferred to the USS *Atlanta* - assigned to New London, CT - to and from USRS *Vermont*, USS *Cincinnati* arrived at the Navy Yard, and *Essex* underwent continual maintenance and cleaning. On June 27, USS *Cincinnati* flew a Read Admiral's flag and fired a 13-gun salute that was answered by the Navy Yard's guns, *Essex* took on men from *Vermont*, and *Atlanta* left the Yard. During the last three days of June, USS *Dolphin* arrived with the Assistant Secretary of the Navy on board; *Dolphin* saluted *Cincinnati*, more men left *Essex* for *Vermont*, work on the ship continued, and the Board of Survey inspected the ship's pumps.

During the first four weeks of July, Navy Yard workman continued maintenance work on the ship. Most of the apprentices took two weeks leave and the crew took liberty, and transfers occurred with USS *Minneapolis* at Norfolk, USRC *Minnesota*, and USRC *Vermont*. On June 4, *Vermont* and USS *Cincinnati* fired 21-gun salutes and on the 22nd, USS *Montgomery* fired a 13-gun salute. Two days later, *Montgomery* entered drydock. Mid-month, dozens of crew and apprentices were declared AWOL and on June 25, the ship's catamaran was discovered to be missing; it was recovered the same day. The next day, USS *New York* returned to the Yard and fired a salute to Rear Admiral Bunce, the new Commander of the North Atlantic Squadron; it was returned by the *Cincinnati*. At that time, Admiral Bunce moved his flag from *Cincinnati* to *New York* and personnel transfers continued between *Essex*, *Vermont*, and *Montgomery*. During the last four days of the month, USS *Essex* got underway and passed through Long Island Sound, later entering the harbor at Newport, RI where she exchanged signals with USS *Constellation*. The crew engaged in painting parts of the ship, an auction of the effects of three deserters took place, and 60 apprentices 3rd Class were transferred to *Essex*. USS *Dolphin* arrived at Newport carrying the flag of the Secretary of the Navy and exchanged gun salutes with USS *Constellation*; courtesy visits were exchanged with the Station Commandant, the CO of USS *Essex*, and the CO of *Constellation*.

Tags:

sloop-of-war USS *Essex*, sloop-of-war USS *Constellation*, United States Flag Ship *New York*, USS *Cincinnati*, USS *Raleigh*, English steamer *L.L. Stuart Castle*, French ironclad unprotected cruiser flagship *Duquesne*, steamer *Carribbee*, American schooner *Bertha Warren*, New York Yacht Club schooner *Gitana*, Royal Mail steamer *Esk*, British 4-masted ship *Alcyra*, British steamer *Earnwood*, French steamer *Salvador* of Port au France, English steamer *Marmaduke*, Spanish steamer *J. Juan Leon*, USS *Amphitrite*, steam yacht *Kanapaka*, Norfolk Navy Yard tug *Wahneta*, USRS *Minnesota*, British steamer *Croft*, USS *Chicago*, USS *Atlanta*, USRS *Vermont*, USS *Dolphin*, USS *Montgomery*, United States Training Squadron, North Atlantic Squadron, New York Navy Yard, Norfolk Navy Yard, Naval Station Newport, East River, York River, Chesapeake Bay, Long Island Sound, apprentice training, ship drills, ship maintenance

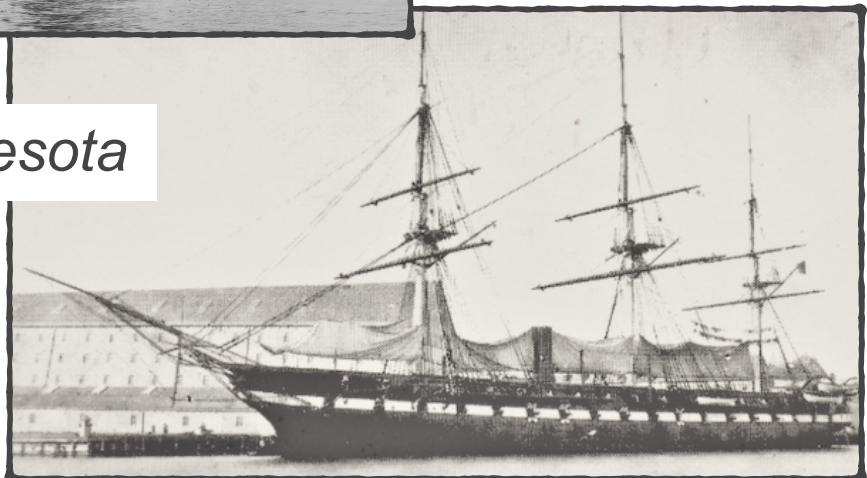


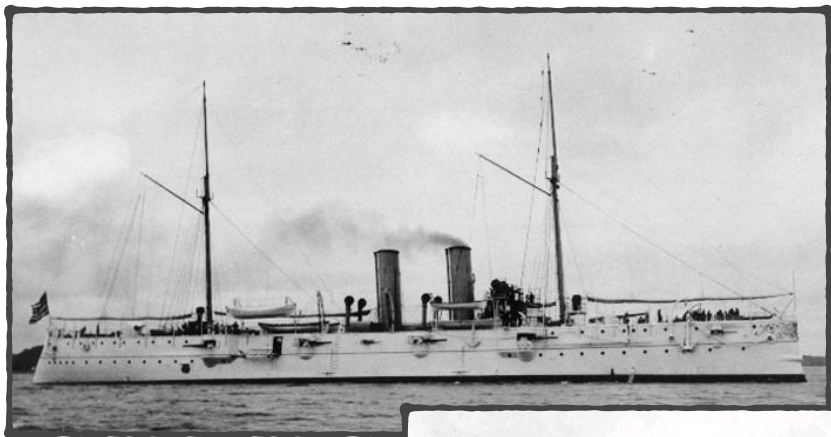
USS *Essex*



USS *Constellation*

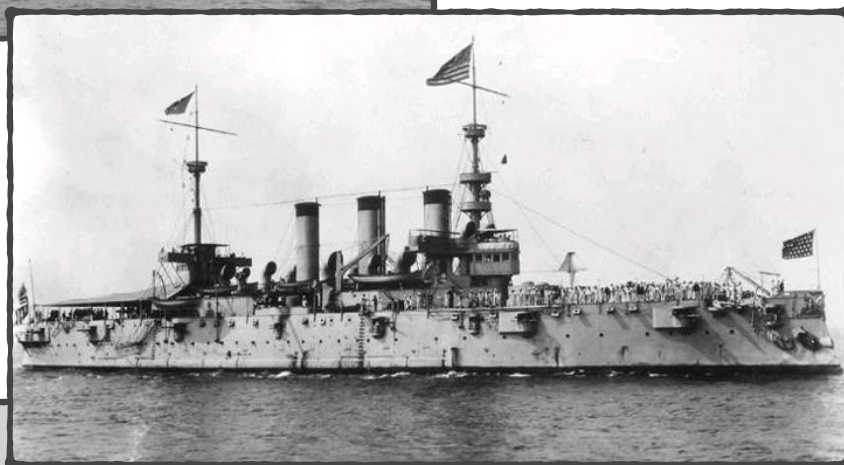
USS *Minnesota*





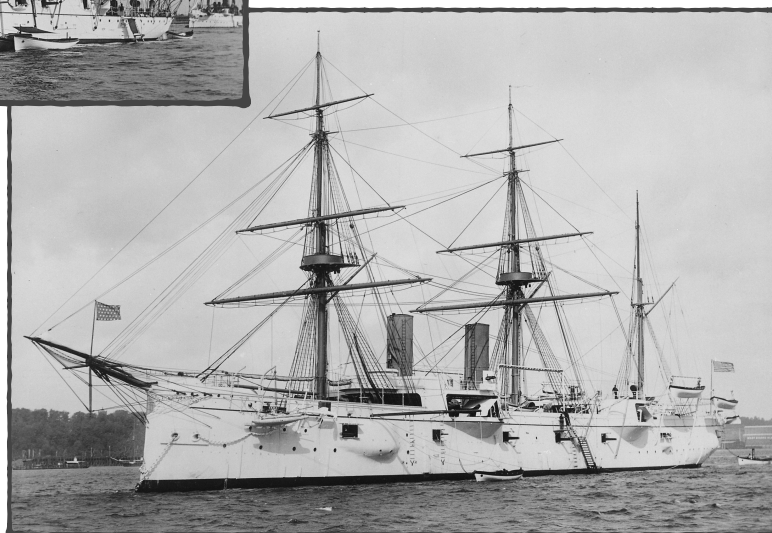
USS Cincinnati

USS New York

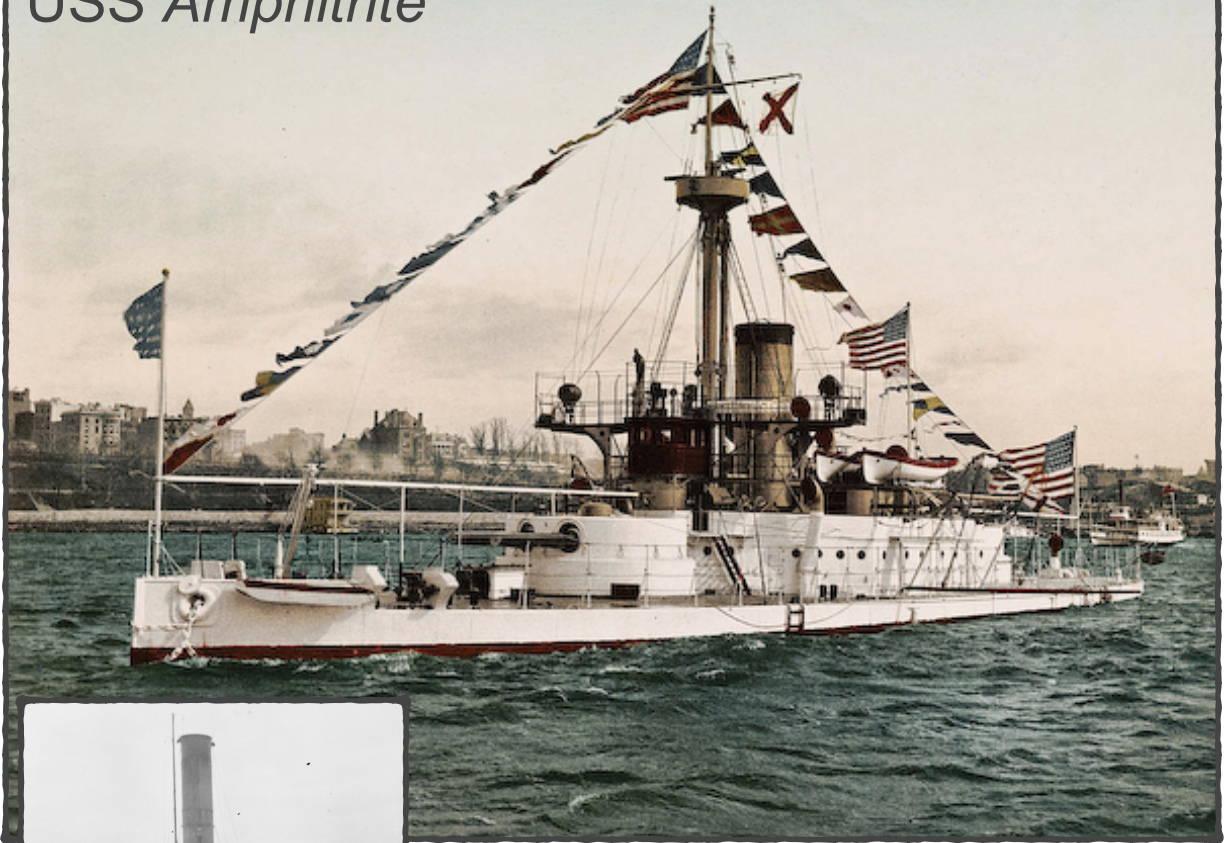


USS Atlanta

USS Chicago



USS Amphitrite



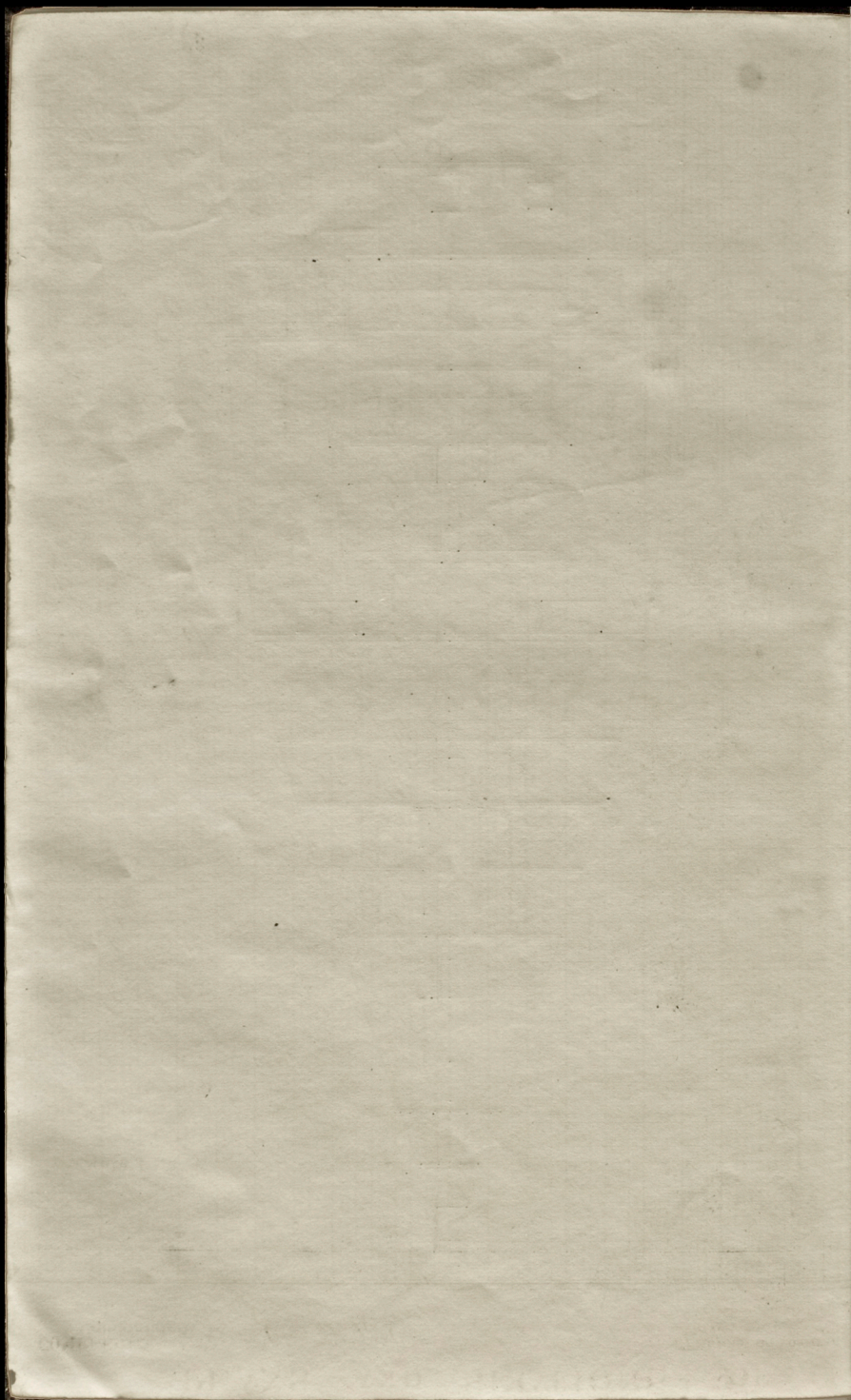
Navy Tug Wahneta

USS Raleigh



USRS Vermont





LOG BOOK

OF THE

U. S. S. Essex

Third Rate,

of Six Guns,

COMMANDED BY

Louis Kingsley, Commander, U. S. Navy,

Attached to Training Squadron,

Commencing February 1, 1895,

at sea Lat. 27° 25' N. Long. 50° 24' W.

and ending _____, 189 ,

at _____

BUREAU OF EQUIPMENT

NAVY DEPARTMENT.

1891.

LIST OF OFFICERS

Attached to and on board of the U. S. S

Essex,

3rd Rate,

, commanded by

Louis Kingsley, Commander

, U. S. N., during the period covered by this Log-Book,

from February 1st

, 1895, to

July 31st

, 1895.

NAME.	RANK.	NAME.	RANK.
Kingsley, Louis.	Commander		
Miss Frederick M.	Lieut. Commander		
Milton, John B.	Lieutenant and Navigator		
Olson, George R.	Lieutenant		
Purcell, John D.	Lieutenant, Jr. Grade.		
Whitely, William B.	Lieutenant, Jr. Grade.		
Friedak, England D.	Ensign		
Coleman, Noah D.	Ensign		
Laughlin, Charles J.	Chief Engineer		
Ramsay, Martin R.	Assistant Paymaster		
Fife, Henry B.	P. A. Surgeon		
Waldman, William C.	Paymaster Clerk		
Luby, John P.	Lieutenant, Jr. Grade.		
Mr. J. James, Luke	Ensign		
Hubbard, John	Lieutenant and Navigator		
Jordan, John H.	Lieutenant		

Examined and found to be correct.

John Hubbard

Lieutenant U. S. N., Navigator.

LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S. *Essex*, 3rd Rate,
commanded by *Louis Kingsley*, Commander, U. S. N., during the period covered by this
Log-Book, from *February 1st*, 1895, to *July 31st*, 1895.

NAME.	RANK.	TIME OF OCCURRENCE AND PARTICULARS.
Quell John L. Colonel U.S. Wilton J. B. Clay G. R.	Lieutenant Jr. Grade Design Lieutenant & Brigadier Lieutenant	Detached June 8, 1895. Ordered to the U.S. Atlantic Detached July 17, 1895. Granted 3 months leave. Detached July 20, 1895. Ordered to the Hotel Olympia Detached July 26 th , 1895. Ordered to the Hotel Olympia

Examined and found to be correct.

John Hildner
Lieutenant U. S. N. Navigator.

of the U. S. S.

at first commissioning

1894.

Examined and found to be correct.

John Hubbard
Lieutenant U. S. A. Navigator.

U. S. S. *Essex*, 3rd Rate,

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COM- PARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	Henry J. Green. ⁽¹⁾ ²	3404 3298	Cabin bulkhead Forward Main Mast	Jan. 10. 1895 July 16. 1895	Standard, Gray's Yard, New York.	0° 04' high. 0° 00'
ANEROID BAROMETER.	No maker's name given Marked L. L. L. Co., N. Y. C.	—	In cabin. Forward Cabin Bulkhead	Jan. 5. 1893 July 16. 1895	Standard, Lisbon, Portugal. Standard, Gray's Yard, New York.	— 0° 05' high.
THERMOMETER, (Dry Bulb.)	Henry J. Green	6197	Forward bulkhead of Natick Office.	Jan. 5. 1893	Standard, Lisbon, Portugal	0° 02' low.
THERMOMETER, (Wet Bulb.) (Psychrometer.)	Henry J. Green	6198	Forward bulkhead of Natick Office.	Jan. 5. 1893	Standard, Lisbon, Portugal	0° 03' low.

Examined and found to be correct.

John Hubbard,

Lieutenant U. S. Navigator.

ARMAMENT

Of the U. S. S *Essex, 3rd Rate,*

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE.		PROJECTILES.		CARRIAGES.	REMARKS.
				POWDER.	WEIGHT.	KIND.	WEIGHT.		
43	4 Inch	III	Rapid Fire	15 1/2 lbs.	7 lb.	Can Shell	33 lb.	No. 4 Mount	Dashill Breech Plug.
44	"	"	"	"	"	"	"	23	" " "
47	"	"	"	"	"	"	"	42	" " "
48	"	"	"	"	"	"	"	43	" " "
49	"	"	"	"	"	"	"	44	" " "
50	"	"	"	"	"	"	"	45	" " "

SECONDARY.

38	6 Pdr.	Long	Rapid Fire	3 lb.	1 1/4 lb.	Can Shell	6 lb.	No. 82 Long Stand	Duggie, Schmidt, R. & H.
39	"	"	"	"	"	"	"	95	" " "
87	"	"	"	"	"	"	"	105	Hotchkiss " "
88	"	"	"	"	"	"	"	106	" " "
9	1 Pdr.	"	Long	10 g.	6 g.	"	9 1/2 lb.	54	" " "
52	"	"	"	"	"	"	"	55	" " "

BOAT ARMAMENT.

Two, Pdr. Long Stands No. 71 and 73 for boats.

SMALL ARMS.

85 Hotchkiss Magazine Rifles Calibn 45
 2 Rifles Calibn 22
 65 Smith & Wesson Revolvers, Calibn 38
 28 Cutlasses.

Examined and found to be correct.

John H. H. H.
 Lieutenant U. S. N. Navigator.

TABLES of Deviation of the Standard Compass No. 1162 on board the U. S. S. *Essex*

DATE:	<i>Oct. 28. 1894</i>					
PLACE OF OBSERVATION:	<i>At sea.</i>					
LATITUDE:	<i>36° 55' 31" N.</i>					
LONGITUDE:	<i>76° 00' 32" W.</i>					
OBSERVED VARIATION:	<i>8° 26' N.</i>					
SHIP'S HEAD BY COMPASS.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.	DEVIATION.
NORTH.	<i>1° 30' E.</i>					
N. by E.	<i>1° 21' E.</i>					
N. N. E.	<i>2° 58' E.</i>					
N. E. by N.	<i>3° 30' E.</i>					
N. E.	<i>5° 10' E.</i>					
N. E. by E.						
E. N. E.	<i>5° 08' E.</i>					
E. by N.	<i>5° 19' E.</i>					
EAST.	<i>4° 26' E.</i>					
E. by S.	<i>3° 41' E.</i>					
E. S. E.	<i>2° 53' E.</i>					
S. E. by E.	<i>2° 35' E.</i>					
S. E.	<i>1° 46' E.</i>					
S. E. by S.	<i>1° 34' E.</i>					
S. S. E.	<i>0° 35' E.</i>					
S. by E.	<i>0° 14' N.</i>					
SOUTH.	<i>0° 25' E.</i>					
S. by W.	<i>0° 58' N.</i>					
S. S. W.	<i>0° 53' N.</i>					
S. W. by S.	<i>1° 25' N.</i>					
S. W.	<i>1° 47' N.</i>					
S. W. by W.	<i>2° 43' N.</i>					
W. S. W.						
W. by S.	<i>3° 48' N.</i>					
WEST.	<i>3° 26' N.</i>					
W. by N.	<i>4° 13' N.</i>					
W. N. W.	<i>4° 06' N.</i>					
N. W. by W.	<i>3° 57' N.</i>					
N. W.	<i>3° 11' N.</i>					
N. W. by N.	<i>2° 28' N.</i>					
N. N. W.	<i>1° 22' N.</i>					
N. by W.	<i>0° 27' N.</i>					

Examined and found to be correct.

John Hubbard, Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.				
A. M.	3 6	1															
1	2	6	42.5	6. S. E.	N. N. E.	3	2	1/2	30.58	68	69	65	70	bc.	cum.	8	8
2	3	6	46.6	"	"	3.4	2	1/2	30.50	68	69	65	70	"	"	7	"
3	4	3	50.9	"	"	3.4	2	1/2	30.49	68	69	65	70	"	"	7	"
4	4	4	55.3	"	"	3.4	2	1/2	30.48	68	69	65	70	"	"	8	"
5	4	1	59.4	"	"	3.4	2	1/2	30.48	69	68	65	70	"	"	7	"
6	4	5	63.9	"	"	3.4	2	1/2	30.48	69	68	65	70	"	"	6	"
7	4	1	68.0	"	"	3.4	2	1/2	30.48	69	69	66	70	"	"	4	"
8	3	7	71.7	"	"	3.4	2	1/2	30.49	69	69	66	70	"	"	5	"
9	5	1	76.8	"	"	3.4	2	1/4	30.50	70	70	66	71	"	"	6	"
10	4	0	80.8	"	"	3.4	2	1/4	30.50	71	70	66	71	"	"	7	"
11	3	2	84.0	S. E. by E.	"	3	2	1/4	30.50	71	71	67	71	"	"	8	"
Noon.	3	6	87.6	"	"	3	2	1/4	30.48	71	71	67	71	"	"	4	"

83.3 Distance run by Log.

Course and distance made good since preceding noon by observations, 6. S. E. 1/2 E. 82 knots. tenths.

Position at Noon:	Latitude by D. R.	27° 0' 23", N.
	Longitude by D. R.	50° 0' 25", W.
	Latitude by observations of ☉	27° 0' 25", N.
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	50° 0' 24", W.
	Latitude by D. R. from Noon	27° 0' 30", N.
	Longitude by observation ☉	50° 0' 40", W.
Position at 8 P. M.	Latitude by D. R. from Noon	27° 0' 07", N.
	Longitude by D. R. from Noon	49° 0' 45", W.

Current during the time, 2 knots tenths ~~per hour~~, setting to the N. E. by E 3/4 E.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,		400 gallons.
Water distilled during the preceding 24 hours,		537 "
Water remaining on hand fit for use at Noon,		2600 "
Coal consumed during the preceding 24 hours,		tons 640 lbs.
Coal remaining on hand at Noon,		95 " 1515 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water, Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
1	4	4	92.0	S. E. by E.	N. N. E.	3.4	2	0	30.45	71	72	68	72	bc.	circum.	4	8
2	3	9	95.9	"	"	3.4	2	1/2	30.43	72	73	69	72	"	"	3	"
3	5	0	100.6	"	"	4.5	2	0	30.40	71	72	69	71	"	cum.	2	"
4	5	5	6.1	"	"	4.5	2	1/2	30.40	71	72	69	71	"	"	2	"
5	5	4	11.5	"	North	4	2	1/4	30.42	70	71	68	71	"	"	3	"
6	5	2	16.7	S. E.	N. by E.	4	3	0	30.44	70	71	68	71	"	cum. strab.	4	"
7	4	9	21.6	"	"	4	3	0	30.46	69	70	67	71	"	cum.	5	"
8	5	2	26.8	"	"	4	3	0	30.47	70	71	67	71	"	"	8	"
9	5	3	32.1	"	N. N. E.	4	3	0	30.46	70	71	67	71	"	"	2	"
10	4	5	36.6	"	"	3.4	3	0	30.45	70	71	67	71	"	"	1	"
11	5	0	41.6	"	"	4	3	0	30.45	70	71	67	70	"	"	2	"
Mid.	5	5	47.1	"	"	4	4	0	30.44	70	70	67	70	"	"	2	"

59. 8 420

under the command of

Commander Louis Kingsley
Friday, February 1

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle to moderate breeze from N.W. Course E. S. E. (pc). Under same sail as in preceding watch. Stopped distilling at 1.30 and allowed fire under boiler B to die out. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather fair and pleasant, with gentle to moderate breeze from N.W. Barometer steady. At 6 o'clock made all plain sail to riggle, except the sprinker and the main royal, the latter carrying away in setting was taken in. Steaming a course.

W. B. W. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair to cloudy and pleasant. Gentle to moderate breeze from N.W. Course E. S. E. (pc) until 10, when changed to S. E. by E. (pc). At 9.30 mustered at quarters and at 9.42 went to General Quarters for exercise, divisions reporting ready as follows: - After Powder 9.44-40; Forward Powder 9.45-08; Kangaroo 9.45-10; 1st Division 9.45-35; 2nd Division 9.45-45; 3rd Division 9.47-10; and exercised from 9.53 to 10.17, when secured. At 10.25 arrived at Fire Quarters exercising at 10.44. Lubricated main royal and lub sprinker, setting it at 11.30 A.M. Under all plain sail except sprinker at end of watch. Moderate sea and N. E. by S. wind. Temperature of magazines 73°-71° forward, 70°-70° aft.

R. D. Tindale
Ensign U. S. N.

From Merid to 4 P.M.

Clear and pleasant. Gentle to stiff breeze from N.W. Barometer falling. Watch engaged scraping spar aloft. At end of watch under plain sail to riggle, except sprinker, on course S. E. by E. Apprentices at the wheel. Gunner gang overhauled and lubricated rollers of 4 inch R. P. Mount # 43.

N. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Moderate breeze from North and N. by E. Fair and pleasant. Bright moonlight last two hours. Smooth sea. At 5.35 called all hands, took a single reef in the topsails and mainmast, furl'd royals and flying jib and set topgallant sails and single reefed topsails. At 5.00, by order of Commanding Officer, changed course to S. E. per Standard. Apprentices at the wheel.

W. R. Beck
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy. Gentle to moderate breeze from N.W. Course S. E. (pc). Under same sail as in preceding watch. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.						State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heat.	Leeway.	Height in inches.	Ther. at 12.	At 10 A.M.	At 10 P.M.	Water at Surface.				
A. M.	50	00															
1	4	6	51.7	S.E.	N. N. E.	3-4	2	0	30.43	70	70	66	70	b.c.	cum.	7	S
2	5	4	57.1	"	"	3-4	3	0	30.43	70	70	66	70	"	"	6	"
3	6	1	63.2	"	"	4	3	0	30.42	70	70	67	70	"	"	7	"
4	6	5	69.7	"	"	4	3	0	30.40	70	70	68	70	"	"	7	"
5	5	4	75.1	"	"	3-4	3	0	30.40	69	70	67	71	"	"	8	M.
6	4	7	79.8	"	"	3-4	3	0	30.40	69	70	67	71	"	"	7	"
7	5	0	84.8	"	"	3-4	2	0	30.42	70	70	67	71	"	"	7	"
8	3	8	88.6	"	"	3	2	0	30.42	70	70	67	71	"	"	7	"
9	4	3	92.9	"	North	4	2	0	30.42	70	70	67	71	"	"	5	S
10	3	8	96.7	"	"	4	2	0	30.43	70	70	67	72	"	air cum. elev.	6	"
11	5	3	2.0	"	"	4	2	0	30.43	70	70	68	73	"	"	8	"
Noon.	4	4	6.4	"	N. N. E.	4	2	0	30.42	71	72	69	73	"	"	9	"

122.1 Distance run by Patent Log

Course and distance made good since preceding noon, by observations, S.E. 1/4 E.

12.8 knots * tenths.

Position at Noon:	Latitude by D. R.	26 ° 21' N.	
	Longitude by D. R.	48 ° 32' W.	
	Latitude by observations of ☉	26 ° 13' N.	
	Longitude by chronometer from Forenoon Observations of ☉	48 ° 29' W.	
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	26 ° 23' N.	
	Longitude by <i>Observations</i>	48 ° 45' W.	
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	25 ° 24' N.	
	Longitude by <i>Chronometer from Afternoon Observations</i>	48 ° 10' W.	
Current during the time, 8 knots tenths per hour, setting to the S by E 1/4 E.			
Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head		South	13 ° 40' W.
Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head		"	0 ° 25' E. variation used, 13 ° 40' W.
Error of the Compass by Azimuth ☉ observed at , ship's head		"	0 " "
Deviation of the Compass by Azimuth ☉ observed at , ship's head		"	0 " variation used, 0 " "
Water expended during the preceding 24 hours,		450	gallons.
Water during the preceding 24 hours,			"
Water remaining on hand fit for use at Noon,		2150	"
Coal consumed during the preceding 24 hours,		tons — lbs.	
Coal remaining on hand at Noon,		95 = 1515	"

P. M.																	
1	5	6	12.0	South	N. N. E.	4	0	0	30.37	72	72	68	73	b.c.	air cum. elev.	7	S
2	5	9	17.9	"	"	4	0	0	30.35	72	74	70	72	"	"	3	"
3	6	2	24.1	"	"	4	0	0	30.35	72	73	69	72	"	cum. elev.	1	"
4	5	4	29.5	"	N. by W.	4	0	0	30.35	72	74	70	72	"	"	4	"
5	6	5	36.0	"	N. N. E.	4	0	0	30.34	70	73	69	73	b.o. sp.	"	2	"
6	6	5	42.0	"	N. E.	4-5	0	0	30.34	70	72	68	72	"	"	2	"
7	6	9	49.4	"	"	5	0	0	30.34	70	71	67	72	"	"	1	"
8	7	1	56.5	"	"	5	0	0	30.35	70	70	67	72	b.o.	"	2	M.
9	6	4	62.9	"	N. N. E.	5	0	0	30.38	70	69	66	72	"	air cum. elev.	7	"
10	7	0	69.9	"	"	4-5	0	0	30.39	69	68	65	72	"	"	6	"
11	6	8	78.7	"	"	4-5	0	0	30.40	69	68	65	72	"	"	4	"
Mid.	6	8	82.5	"	"	4-5	0	0	30.40	69	68	65	72	"	"	5	"

under the command of

Commander Louis Kingsley
Saturday, February 2

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair and pleasant, with gentle to moderate breeze from N.N.E. Barometer falling. Ship under jib, fore topmast staysail, topgallant sails on single reefed topsails and courses with single reef in mainsail, steering a course.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Moderate to gentle breeze from N.N.E. Course T.E. (p.c.) At 5:30 shook out reef in topsails and made plain sail to royals except spanker. Moderate N.E. by sea and swell.

A.D. Fisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Fair and pleasant. Moderate breeze from north to N.N.W. Barometer steady. Finished cleaning ship and gave boys a bath. Released O.P. Buick's Cox, from confinement by order of Commanding Officer, his term of confinement having expired. At 12:00 clock changed course to South and hauled down flying jib and fore topmast staysail. On chow under plain sail to royals except flying jib and spanker. Apprentices at the wheel. Temperature of magazines 73° 75° forward, 71° 70° aft.

N. P. Boliman
Ensign U.S.N.

From Merid. to 4 P.M.

Moderate breeze from N.N.W. and N. by N. Partly cloudy, with rain squalls around horizon to N.W. Apprentices unhauling clothing. On course South, fore Standard, under plain sail to royals, except flying jib, spanker and a single reef in mainsail. Apprentices at the wheel.

Geo. R. Osborn
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Light passing clouds first three hours. Moderate to stiff breeze from N.N.E. and N.E. At 5:45 took in light sails and fished them and took single reef in topsails, also took in mainsail, Course South p.c. At end of watch under jib, fore sail and single reefed topsails. Apprentices at the wheel.

J. L. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather fair and pleasant, with moderate to stiff breeze from N.E. to N.N.E. Barometer rising. At 8:15 clouds down the topsails, hauling out the reef tackle. At 9:45 set the single reefed topsails again. Ship rolling easily to moderate sea from N.N.E. Steering a course.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U.S.N.

Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R. I. to Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	7	1																
1	7	0	89.5	South	S. N. E.		4.5	0	0	30.40	69	68	64	72	b.c.g.	cum. mist.	4	M.
2	7	1	96.6	"	"		5.6	0	0	30.37	69	68	64	72	"	"	3	"
3	7	3	3.9	"	"		5.6	0	0	30.37	69	68	64	72	"	"	3	"
4	7	5	11.4	"	"		5.6	0	0	30.35	68	68	63	72	"	"	4	"
5	7	0	18.4	"	N. E.		5.6	0	0	30.34	68	68	64	72	"	"	3	"
6	5	9	24.3	"	"		4.6	0	0	30.35	68	68	64	72	"	"	3	"
7	5	4	29.7	"	"		5	0	0	30.35	68	67	63	72	b.o.	"	3	"
8	0	9	35.76	S. S. E.	"		5	0	0	30.36	68	67	63	72	"	"	3	"
9	5	6	41.2	"	"		5	0	1/2	30.36	69	68	64	73	"	"	2	"
10	5	3	46.5	"	"		5	0	1/2	30.38	70	68	64	72	"	"	1	"
11	5	7	52.2	"	"		5	0	1/2	30.36	69	69	64	73	"	"	1	"
Noon.	5	6	57.8	"	"		5	0	1/2	30.35	69	69	64	73	"	"	1	"

152.4 Distances run by Patent Log.

Course and distance made good since preceding noon by observations, S. by E 1/8 E. 16.2 knots. tenths.

Position at Noon:	Latitude by D. R.	23° 04' N. "
	Longitude by D. R.	47° 04' W. "
	Latitude by observations of ☉	23° 03' N. "
	Longitude by chronometer from Forenoon Observations of ☉	47° 04' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	23° 05' N. "
	Longitude by <i>Observation</i>	47° 05' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	23° 04' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	47° 03' W. "
Current during the time, 8 knots tenths per hour, setting to the S. by E.		
Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head S. E. by E.		
Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head		
Error of the Compass by Azimuth ☉ observed at , ship's head		
Deviation of the Compass by Azimuth ☉ observed at , ship's head		
Water expended during the preceding 24 hours, 400 gallons.		
Water during the preceding 24 hours, "		
Water remaining on hand fit for use at Noon, 1750 "		
Coal consumed during the preceding 24 hours, tons 640 lbs.		
Coal remaining on hand at Noon, 95 " 875 "		

P. M.																				
12.35	3	2	61.0	S. E.																
1	2	9	63.9	S. E. by E.	N. E.		6	4	0	30.33	69	70	64	74	b.c.		cum. mist.	1	M.	
2	6	5	70.4	"	N. E. by E.		5.6	4	0	30.31	69	70	65	74	"		"	4	"	
3	5	6	76.0	"	"		5.6	4	0	30.30	69	70	65	74	"		"	3	"	
4	5	8	81.8	"	N. E.		5.6	4	0	30.32	69	70	64	74	"		"	5	"	
5	4	2	86.0	"	"		5.6	4	0	30.34	69	69	64	73	b.c.g.		"	5	"	
6	6	3	92.3	"	"		5.6	4	0	30.33	69	68	63	73	"		"	2	"	
7	5	7	98.0	"	"		5.6	4	0	30.33	69	68	63	73	"		"	2	"	
8	4	3	2.3	S. E.	"		4.6	4	1/2	30.37	69	68	63	73	"		"	5	"	
9	3	8	6.1	"	"		4.5	5	1	30.35	69	68	63	72	"		"	4	"	
10	4	0	10.1	"	"		4.5	5	1	30.36	69	68	63	72	"		"	6	"	
11	3	7	13.8	S. E. 1/2 E.	N. E. by E.		4.5	5	1	30.36	68	68	63	72	"		"	5	"	
Mid.	3	3	17.1	"	N. E.		4.5	5	1	30.36	68	68	63	72	"		"	4	"	

under the command of

Commander Louis Kingsley
Sunday, February 3

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally fair. Stiff to fresh breeze in squalls from N. N.E. Course South, (p.c.) Moderate N. Ely swell with moderate cross sea from E. S. Ship under single reefed topsails, foreails and jib.

R. D. Fisdale.
Ensign U. S. N.

From 4 to 8 A.M.

Partly cloudy. Moderate to fresh breeze in squalls from N.E. Barometer rising. At 5 o'clock clewed down topsails and hauled out reef tackle, and at 7.40 hoisted topsails with single reef, and changed course to S. S.E. portul log reading 34.7. Ship rolling considerably to long swell from N.E. Under jib, foreail and single reefed topsails on course S. S.E. Apprentices at the wheel.

N. K. Goodman
Ensign U. S. N.

From 8 A.M. to Merid.

Stiff breeze from N.E. Cloudy. Moderate sea from N.E. At 9.30 mustered crew at quarters. Commanding Officer inspected ship. Afterwards called all hands to muster, read articles of War and General Order No. 100 to inclusion. Read General Order, all accounted for. At 9.35 sighted a barque bearing S. W., standing to N.W. and W. On course S. S.E. per Standard, under jib, foreails and single reefed topsails. Apprentices at the wheel. Temperature of magazines 73° 72° forward, 71° 71° aft.

G. E. Brown
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy to clear. Stiff to fresh breeze from N.E. and N.E. by E. At 12.35 changed course to S.E. by S. (p.c.) At 2.10 took second reef in topsails and single reef in foreails; under this sail and jib at end of water. Ship rolling deeply at times in a short moderate sea from N.E. Maximum roll 31° to starboard and 22° to port. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather fair. Moderate to fresh breeze in squalls from N.E. Barometer rising. At 7.00 changed course to S.E., took in the jib, setting the fore topsail stay sail. Ship under sail alone, rolling heavily at times to moderate sea from N.E.

W. B. Whitelocke
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Fair and pleasant. Moderate to stiff breeze in squalls from N.E. Course S.E. (p.c.) Moderate N. Ely swell and choppy sea. Ship rolling considerably at times. Midnight. No change in sail.

R. D. Fisdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Moulton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R.I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Force of Clouds, by symbols.	Prep. of Clear Sky, in Miles.	State of the Sea.	
					Direction by Standard Compass.	Force.		Height in inches.	Therm. at 5.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	59	0															
1	2	2	19.3	SE.	N. N. E.	4.5	4	1	30.35	68	68	63	73	b.c.	cum. m. b.	4	N.
2	3	3	22.6	"	"	4.5	4	1	30.33	68	68	63	73	"	"	3	"
3	3	4	26.0	"	"	4.6	4	1	30.31	68	68	63	74	"	"	2	"
4	2	7	28.7	"	"	4.6	4	1	30.31	68	68	63	74	"	"	7	"
5	2	1	30.8	"	N. E.	4	4	1/2	30.28	68	68	63	74	b.c.	"	2	S.
6	3	7	34.5	"	"	4	4	1/2	30.27	68	68	63	73	"	"	3	"
7	3	4	37.9	"	"	4	4	1/2	30.27	68	68	63	73	"	"	4	"
8	3	5	41.4	"	"	4	4	1/2	30.30	68	68	63	73	"	"	5	"
9	4	5	45.9	"	"	4	4	1/2	30.33	69	69	64	73	"	"	4	"
10	5	0	50.9	SE. 1/2 S.	N. E. by E.	4	4	1/2	30.33	70	70	64	73	"	cir. cum.	5	"
11	3	4	54.3	SE. by S.	"	3.4	4	1/2	30.33	70	70	64	74	"	"	4	"
Noon.	3	7	58.0	"	"	3.4	4	1/2	30.30	70	70	65	74	"	cum.	2	"

190. 2 Distance run by Patent Log

Course and distance made good since preceding noon by observations, SE 1/4 S. 10.3 knots. tenths.

Position at Noon:	Latitude by D. R.	22° 25' N. "
	Longitude by D. R.	46° 28' W. "
	Latitude by observations of ☉	22° 18' N. "
	Longitude by chronometer from Forenoon Observations of ☉	46° 34' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	22° 30' N. "
	Longitude by observation of ☉	46° 46' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	21° 57' N. "
	Longitude by D. R. from Noon	46° 19' W. "

Current during the time, 9 knots tenths per hour, setting to the SE. 1/2 S.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400	gallons.
Water during the preceding 24 hours,	"	"
Water remaining on hand fit for use at Noon,	1350	"
Coal consumed during the preceding 24 hours,	tons	lbs.
Coal remaining on hand at Noon,	95	" 875 "

P. M.																	
1	3	1	61.1	SE.	N. E. by E.	2.3	4	1	30.31	71	71	65	74	b.c.	cum.	2	S.
2	2	5	63.6	"	"	2.3	4	1	30.29	71	71	65	74	"	"	3	"
3	0	6	64.5	"	"	2.3	3	1/2	30.27	71	71	65	74	"	"	1	"
4	2	4	65.1	SE. by S.	"	2.3	3	0	30.26	71	71	65	74	"	"	1	"
5	3	8	68.9	SE.	"	3	3	1/2	30.29	71	71	65	74	"	cum. m. b.	2	"
6	3	5	72.4	"	"	3	3	1/2	30.28	71	71	65	74	"	"	3	"
7	4	0	76.4	"	"	3	3	1/2	30.34	70	70	65	74	"	"	1	"
8	3	5	79.9	"	"	3	3	1	30.35	70	70	65	74	O.C.	"	0	"
9	3	6	83.6	"	"	3	3	1	30.32	70	70	65	74	"	"	0	"
10	3	0	86.6	SE. by E.	E. by N.	3	3	1	30.31	71	70	65	74	"	"	0	"
11	3	0	90.6	SE. by E.	N. E. by E.	3.4	3	1	30.29	71	70	65	74	"	"	0	"
Mid.	4	9	95.6	"	"	3.4	3	1	30.29	71	70	65	74	"	"	0	"

under the command of

Commander Louis Kingsley
Monday, February 4

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Moderate to stiff breeze from N. N.E. Barometer falling. Ship rolling considerably to starboard from N.E. At end of watch, under jib, foresail and double reefed topsails, in case of S.E. Apprentices at wheel.

N. P. Colman
Ensign U. S. N.

From 4 to 8 A.M.

Moderate breeze from N.E. Partly cloudy and pleasant. Long swell from N.E. Turned reef out of foresail, and the reef out of topsails at 5.00. At 6.00 set jib, spunkier and single reefed mainsail. At 7.40 turned second reef out of topsail. At end of watch under fore topmast staysail and plain sail to topsails, except a single reef in mainsail. Apprentices at the wheel.

O. P. Beach
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to clear. Gentle to moderate breeze from N.E. by E. and N.E. Course S.E. by E. Under same sail as in preceding watch. At 9.30 mustered at quarters. Instructed all apprentices in seamanship until 10.30. From 10.45 to 11.45 the apprentices of the watch on deck were instructed in knotting and splicing. Long and heavy swell from N.E. Apprentices at the wheel. Temperature of magazines 73° 72° forward, 71° 71° aft.

J. P. Mearns
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather cloudy. Light to gentle breeze from N.E. by E. Barometer falling. At 10 o'clock took in the spunkier. At 2.30 changed course to S.E. by E. At 3.30 took in fore topmast staysail. At 4.40 changed course to S. E. Ship under sail alone steering a course. From 1.15 to 2.15 instructed apprentices of the first watch in knotting and splicing, and instructed the division, except the first, in gunnery from 2.30 to 3.15.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to overcast; partly clearing at times. Gentle breeze from N.E. by E. Course S. E. (gc.) At 5.40 called all hands reef topsails, and took a single reef for aback, leaving it in. Long swell from N.E. to which ship rolled considerably at times.

R. D. Tisdale
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast; clearing partly at times. Gentle to moderate breeze from E. by N. to N.E. by E. Barometer falling. Under jib, single reefed topsails, mainsail and foresail in case of S. E., except for second haul of watch, when hauled off to S. by E. Apprentices at the wheel.

N. P. Colman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R. I. to Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction of Surface Wind.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.	40	0													
1	2	0	97.5	S. S. E.	E. N. E.	3	3	1	30.32	70	70	65	74	o.c.	cum. wind. 0 L.
2	3	0	100.5	"	"	3	3	1	30.30	70	70	65	74	"	" 0 "
3	3	2	3.7	"	"	3	3	1	30.29	70	70	65	73	"	" 0 "
4	2	7	6.4	"	"	3	3	1	30.28	70	70	65	73	"	" 0 "
5	3	9	10.3	"	"	3.4	3	1/2	30.28	70	70	64	73	b.c.	" 2 "
6	3	0	11.3	"	"	3.4	3	1/2	30.28	70	70	64	73	"	" 1 "
7	3	1	16.4	"	"	2.4	2	1/2	30.29	71	70	64	73	"	" 1 "
8	0	9	17.3	"	"	1.3	2	1/2	30.29	71	70	64	74	"	" 1 "
9	3	3	20.6	N. S. E.	S. E.	2.3	0	0	30.33	71	71	66	74	o.c.	" 0 "
10	2	9	23.5	"	E. S. E.	2.3	0	0	30.35	72	71	65	75	"	" 0 "
11	2	0	24.4	"	"	2	0	0	30.33	73	72	66	75	"	" 0 "
Noon.	2	8	24.4	"	E. N. E.	1.2	0	0	30.32	75	74	67	75	b.c.	cir. cum. 4 "

7.8 Distance run by log

Course and distance made good since preceding noon by observations, S. S. E. 78 knots. tenths.

Position at Noon:	Latitude by D. R.	21 017 " N. "
	Longitude by D. R.	46 012 " W. "
	Latitude by observations of ☉	21 007 " N. "
	Longitude by chronometer from Forenoon Observations of ☉	46 004 " W. "
Position at 8 A. M.	Latitude by D. R. from Noon	21 014 " N. "
	Longitude by D. R.	46 003 " W. "
Position at 8 P. M.	Latitude by D. R. from Noon	20 055 " N. "
	Longitude by Chronometer from Afternoon observation of ☉	46 020 " W. "

Current during the time, 13 knots tenths per hour, setting to the S. E. 1/4 S.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400 gallons.	
Water during the preceding 24 hours,	"	
Water remaining on hand fit for use at Noon,	950 "	
Coal consumed during the preceding 24 hours,	tons 640 lbs.	
Coal remaining on hand at Noon,	95 " 235 "	

P. M.																	
1	2	2	26.6	N. S. E.	E. N. E.	1.2	0	0	30.29	76	75	68	75	b.c.	cum. wind.	4	L.
2	2	0	28.0	"	"	1.2	0	0	30.29	76	75	68	75	"	"	2	"
3	2	0	Handed in	"	"	1.2	0	0	30.29	75	74	67	75	"	"	2	"
4	2	6	"	"	"	2	0	0	30.26	74	73	65	74	"	"	4	"
5	3	0	"	"	"	2.3	0	0	30.26	73	73	66	74	"	"	4	"
6	2	8	"	"	"	2.3	0	0	30.27	73	73	67	74	"	"	3	"
7	2	7	28.0	"	"	2.3	0	0	30.28	74	73	67	74	"	"	1	"
8	3	8	30.8	"	N. E.	3	0	0	30.29	74	73	67	74	"	"	1	"
9	3	8	34.6	"	"	3	0	0	30.30	72	72	66	74	"	"	1	"
10	4	0	38.6	"	"	3	0	0	30.31	72	72	66	74	"	cum. wind.	1	"
11	3	8	42.4	"	N. N. E.	3	0	0	30.30	72	71	66	74	"	"	1	"
Mid.	3	4	45.8	"	N. E.	3	0	0	30.29	72	71	66	74	o.c.	"	0	"

under the command of

Commander Louis Kingsley
Tuesday, February 5

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from E. N.E. Overcast. Long swell from N.E. On course S. F.E., per Standard, under jib, foreail, single reefed mainsail, and single reefed topsails. Apprentices at the wheel.

W. R. Beach
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy. Light air to moderate breeze from E. N.E. Course S. F.E. pc. At 5.15 struck reef out of topsails. At 7.30 lowered light sails and set them. Under all plain sail to royals, except for topmast staysail and spraker, at end of watch. At 8.00 clock changed course to N. F.W. pc. Apprentices at the wheel.

J. S. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather cloudy, clearing toward end of watch. Light air to gentle breeze from F.E. to E. N.E. Barometer falling. At 8.00 took in mainsail and hauled down flying jib. At 9.30 mustered crew at quarters and assigned divisions as follows: First, small arms; Second, single sticks; Third and Under divisions, pistols. Instructed apprentices of the watch in hunting and splicing from 10.45 to 11.30. At 10.30 hauled in patent log, putting it on again at 11.55, reading 28.4. Ship under sail close steering as course. Rolling easily to long swell from E. N.E. Temperature of magazines 73° 71° forward, 72° 72° aft.

W. B. Whitelsey
Lieutenant U. S. N.

From Merid. to 4 P.M.

Generally cloudy, but pleasant. Light air and breeze from E. N.E. Course N. F.W. (pc) 1st division of apprentices instructed in gunnery. Windy swell, ship rolling considerably at times. Hauled in patent log at 2 P.M. reading 28.0. No change in sail.

R. A. Fendale
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy. Gentle to light breeze from E. N.E. to N.E. Barometer rising. At 5.55 called all hands reef topsails, took in light sails and double reefed topsails after which made sail to royals. At end of watch under plain sail to royals, except flying jib, mainsail and spraker, on course N. F.W. Apprentices at the wheel.

N. A. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Gentle breeze from N.E. and N. N.E. Cloudy, with moon showing through clouds. Let her clew of mainsail (reefed) at 10.05. At end of watch on course N. F.W., per Standard, under plain sail to royals, except flying jib, weather clew of mainsail and spraker. Apprentices at the wheel.

W. R. Beach
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Maiton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R.I. to Barbados, W.I.

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																	
1	2	8	48.6	Ch. S. E.	N. E.		3	0	0	30.26	72	71	66	74	o. c.	cum. mist.	0
2	3	4	52.0	"	"		3	0	0	30.23	72	71	66	74	"	"	0
3	3	5	55.5	"	"		3	0	0	30.23	72	71	65	74	"	"	0
4	2	0	56.6	"	"		2	0	0	30.23	72	71	65	74	"	"	0
5	2	0	58.3	"	N. N. E.		2	0	0	30.24	72	71	65	74	"	"	0
6	3	0	Hauled up	"	"		2	0	0	30.25	72	71	65	74	"	"	0
7	2	0	59.8	"	"		2	0	0	30.25	72	71	65	74	b. c.	"	1
8	3	0	62.0	"	E. N. E.		2-3	0	0	30.26	72	71	65	74	"	"	1
9	3	8	65.8	"	E. S. E.		2-3	0	0	30.29	72	72	67	74	o. c. d.	"	0
10	1	0	66.3	"	"		1-2	0	1/2	30.29	73	73	67	74	o. c.	"	0
11	2	0	67.3	"	E. ast		2-3	0	0	30.29	74	74	68	75	"	"	0
Noon.	4	0	71.8	"	"		2-3	0	0	30.29	74	74	68	75	"	"	0

68.6 Distance run by Log.

Course and distance made good since preceding noon by observations, $74^{\circ} 1/2^{\circ}$ 77 knots. tenths.

Position at Noon:	Latitude by D. R.	$20^{\circ} 25' N.$
	Longitude by D. R.	$46^{\circ} 59' W.$
	Latitude by observations of \odot	$20^{\circ} 21' N.$
	Longitude by chronometer from Forenoon Observations of \odot	$47^{\circ} 04' W.$
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	$20^{\circ} 28' N.$
	Longitude by <i>Observation \odot</i>	$46^{\circ} 59' W.$
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	$20^{\circ} 05' N.$
	Longitude by <i>Chronometer from Afternoon Observation</i>	$47^{\circ} 25' W.$

Current during the time, 6 knots tenths per hour, setting to the $74^{\circ} 1/2^{\circ}$ E.

Error of the Compass by Azimuth \odot observed at	ship's head	0
Deviation of the Compass by Azimuth \odot observed at	ship's head	0
Error of the Compass by Azimuth \odot observed at	ship's head	0
Deviation of the Compass by Azimuth \odot observed at	ship's head	0
Water expended during the preceding 24 hours,	400 gallons.	
Water during the preceding 24 hours,		
Water remaining on hand fit for use at Noon,	550	
Coal consumed during the preceding 24 hours,	tons — lbs.	
Coal remaining on hand at Noon,	95 " 235 "	

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
1	3	6	75.4	Ch. S. E.	E. ast		3	0	0	30.29	74	74	68	76	b. c.	cum. mist.	1
2	3	3	78.7	"	"		3	0	0	30.28	75	76	69	76	"	cum.	3
3	3	4	82.1	"	"		3	0	0	30.27	75	76	69	76	"	circum.	6
4	3	5	85.6	"	"		3	0	0	30.26	74	75	68	76	"	"	8
5	3	2	88.8	"	"		3	0	0	30.27	74	75	68	76	"	"	7
6	2	6	91.4	"	"		3	0	0	30.27	73	73	68	76	"	"	8
7	2	7	94.1	"	"		3	0	0	30.30	73	73	69	76	"	"	9
8	3	4	97.5	"	"		3	0	0	30.30	73	73	70	75	"	"	7
9	3	6	1.1	"	E. by N.		3	0	0	30.30	73	73	68	75	"	"	4
10	3	4	4.5	"	"		3	0	0	30.31	73	73	68	75	"	"	6
11	3	4	7.9	"	"		3	0	0	30.32	73	73	68	74	"	"	4
Mid.	3	6	11.5	"	"		3	0	0	30.32	73	73	67	74	"	"	5

under the command of

Commander Louis Kingsley
Wednesday, February 6

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Gentle breeze from N.E. Course N. 74. (gc) Under same sail as in preceding watch. Apprentices at the wheel.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather cloudy. Light breeze from N. N.E. to E. N.E. Barometer rising. At 7.30 took in lee clew of mainsail. Ship under sail alone, steering a course. At 8.00 hauled in portab log reading 55.3, putting it over again at 6 o'clock.

W. B. Whittelsey
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast and cloudy; partly clearing at times. Light air to gentle breeze variable between E. N.E. and S. E. from 8.30 to 9.45, when E. delinquent of watch. Light rain squall during first hour. Course N. 74. (gc) At 9.30 had quarters for muster and inspection; from 9.45 to 10.30, executed crew at shortening and furling sail as if coming to anchor, making sail to royals except head sail, mainsail and sparker at 10.30. At 10.45 ordered Apprentices' bidding. Portab log hauled in from 9.30 to 10.40 when put over reading 66.3. Smooth sea, long N. E. swell. Temperature of magazine 75° 73° forward, 73° 72° aft.

R. D. Fisdale
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from East. Barometer falling. At 10 o'clock piped up all hands. At 3.30 called Apprentices' divisions to quarters, secured out clew bags and turned in dirty ones. At end of watch under square sail to royals except mainsail, or course N. 74. Apprentices at wheel. Dried magazine flood cocks and found them in working order.

N. A. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Gentle breeze from East. Fair and pleasant. Bright moonlight last two hours. At 5.45 called all hands and commenced reefing topsails. Took two reefs. Then turned out reef and made plain sail to royals except flying jib, mainsail and sparker. Apprentices at the wheel.

A. R. Dean
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Gentle breeze from E. by N. Course N. 74. (gc) Under same sail as in preceding watch. Apprentices at the wheel.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Milton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction & Force of Wind.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.	39	7																			
1	3	3	14.8	N. E. by E.	E. by N.		3	0	0	30.32	72	72	65	74	b.c.		cir. cum.	6	F.		
2	2	9	17.7	"	"		3	0	0	30.32	72	72	65	74	"		cum.	3	"		
3	3	1	20.8	"	"		3	0	0	30.31	72	72	65	74	"		"	2	"		
4	3	6	24.4	"	E. N. E.		3	0	0	30.31	72	72	65	74	"		"	3	"		
5	3	5	27.9	"	"		3	0	0	30.30	72	72	66	75	"		"	3	"		
6	4	6	32.5	"	"		3	0	0	30.29	72	72	66	75	"		"	2	"		
7	4	4	36.9	"	"		3	0	0	30.29	72	72	66	75	"		"	2	"		
8	4	5	41.4	"	"		3	0	0	30.30	73	72	66	75	"		"	2	"		
9	4	3	45.7	"	"		3	0	0	30.36	73	73	67	75	"		"	4	"		
10	4	2	49.9	"	"		3	0	0	30.36	75	74	67	75	"		"	2	"		
11	3	5	53.4	"	"		3	0	0	30.36	75	74	68	75	"		"	2	"		
Noon.	4	0	57.4	"	East		3	0	0	30.34	74	74	67	76	"		"	2	"		

88 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $84^{\circ} 3/4$ N. 88 knots.

Position at Noon:	Latitude by D. R.	19 0 28. N "
	Longitude by D. R.	48 0 15. W "
	Latitude by observations of ☉	19 0 29. N "
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	48 0 20. W "
	Latitude by <i>D. R. from Noon</i>	19 0 37. N "
	Longitude by <i>Observation</i> ☉	48 0 07. W "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	19 0 10. N "
	Longitude by <i>Chronometer from Afternoon Observation</i> ☉	48 0 47. W "

Current during the time, 5 knots tenths per hour, setting to the N. by E.

Error of the Compass by Azimuth ☉ observed at 4 P. M., ship's head N. E. by E. 8 0 14. W.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head " 2 0 05. W. variation used, 9 0 20. W.

Error of the Compass by Azimuth ☉ observed at " ship's head " 0 " " variation used, 0 " "

Deviation of the Compass by Azimuth ☉ observed at " ship's head " 0 " " variation used, 0 " "

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 150 "

Water remaining on hand fit for use at Noon, 300 "

Coal consumed during the preceding 24 hours, 1 tons 160 lbs.

Coal remaining on hand at Noon, 94 75 "

P. M.				N. E. by N.	East		3	0	0	30.34	74	74	68	75	b.c.			cir. strab.	3	F.
1	3	5	60.9				3	0	0	30.32	75	74	68	76	"			"	4	"
2	2	7	63.6				3	0	0	30.30	75	74	67	75	b.			none	10	S.
3	2	9	66.5				3	0	0	30.28	75	74	67	75	"			"	10	"
4	3	7	70.2				3	0	0	30.29	76	74	67	76	b.c.			cir. cum.	9	F.
5	4	6	74.8				4	0	0	30.30	74	73	66	76	"			cir. strab.	9	"
6	4	6	79.4				4	0	0	30.30	74	73	67	75	"			cir. cum.	8	"
7	4	7	84.1				4	0	0	30.31	74	73	67	75	"			"	4	"
8	4	8	88.9			E. by N.	4	0	0	30.34	74	73	67	75	"			"	4	"
9	4	8	93.7			"	4	0	0	30.34	74	73	67	75	"			"	6	"
10	5	3	99.0			"	4	0	0	30.34	74	73	67	75	"			"	4	"
11	5	0	4.0			E. N. E.	4	0	0	30.33	74	74	68	75	"			"	4	"
Mid.	5	5	9.5			"	4	0	0	30.32	74	74	69	75	"			"	4	"

under the command of

Commander Louis Kingsley
Thursday, February 7

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair and pleasant, with gentle breeze from E. by N. to E. N.E. Barometer steady. Flap under jib and all square sail except mainsail, steering a course.

W.B. Whitely
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally cloudy. Gentle breeze from E. N.E. lower U. S. N. (pc). Lighted fire at 4 A.M. under boiler B, and at 7.30 began distilling. No change in sail.

R.M. Fissale
Lieutenant U.S.N.

From 8 A.M. to Noon.

Cloudy and warm. Gentle breeze from E. N.E. to East. At 9.30 mustered at quarters and issued out bags and hammocks. Wet down decks and all the apprentices scrubbed bags and hammocks. No change in sail. Course U. S. N. Apprentices at the wheel. Distilling. Baked fire under boiler B. Temperature of magazines 75° 74° forward, 75° 75° aft.

N. P. Coleman
Lieutenant U.S.N.

From Noon to 4 P.M.

Gentle breeze from East. Cloudy first half, clear last two hours. Overhauled both lower chains and cleaved chain lockers. Instructed apprentices in ground tackle. On course U. S. N. per Standard, under plain sail to royals, except flying jib, mainsail and spanker. At 3.35 went to quarters and turned in clean hammocks and bags. In accordance with recommendation of Quarterly Board of Survey threw overboard 40 lbs. of canned vegetables; Contractors names, "Kemp, Gray and Co., June 1892". Distilling with fire banked under boiler B. Apprentices at the wheel.

A. R. Cook
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Moderate breeze from East and E. by N. Course U. S. N. (pc). At 5.45 extended engine reefing topsails. At end of watch under same sail as in preceding. Occasional long swell from N.W. Distilling, using boiler B. Apprentices at the wheel.

J. H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather fair and pleasant, with moderate breeze from E. by N. to E. N.E. Barometer steady. At 11.40 took in main royal, the sheet having carried away, pulling out at the hook; re-set the sheet and set the sail fire in boiler B. Distilling.

W.B. Whitely
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlroy, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Fathas.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 0°.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.	52	1																	
1	5	6	15.1	N. E.	E. by N.		4	0	0	30.33	74	74	68	75	b.c.	circ. cum.	4	2.	
2	6	2	21.3	"	"		4	0	0	30.33	74	74	68	75	"	"	7	"	
3	5	5	26.8	"	"		4	0	0	30.32	74	74	67	75	"	"	4	"	
4	5	4	32.2	"	"		4	0	0	30.32	74	74	67	75	"	"	6	"	
5	6	0	38.0	"	"		5	0	0	30.32	74	74	67	75	"	cum. atak	7	"	
6	5	8	44.0	"	"		5	0	0	30.32	74	73	67	75	"	"	6	"	
7	7	0	51.0	"	E. by S.		5	0	0	30.33	74	73	67	75	"	"	7	"	
8	7	3	58.3	"	"		5	0	0	30.33	74	74	68	75	"	"	7	"	
9	7	4	65.7	"	"		5	0	0	30.36	75	75	69	75	"	circ. cum.	7	"	
10	6	5	72.2	"	"		5	0	0	30.36	77	76	70	75	"	"	8	"	
11	6	9	79.1	"	"		5	0	0	30.38	78	77	71	76	"	"	8	"	
Noon.	6	5	84.6	"	"		5	0	0	30.39	79	78	71	77	"	"	9	"	

12.8.2 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, $59.6^{\circ} N. 133^{\circ} E.$ knots. tenths.

Position at Noon:	Latitude by D. R.	18° 16' N.
	Longitude by D. R.	50° 12' W.
	Latitude by observations of ☉	18° 19' N.
	Longitude by chronometer from Forenoon Observations of ☉	50° 18' W.
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	18° 34' N.
	Longitude by <i>Observation</i>	49° 54' W.
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	17° 52' N.
	Longitude by <i>Chronometer from Afternoon observation</i>	50° 53' W.
Current during the time, 6 knots tenths per hour, setting to the <i>N. E. by E. 1/2 N.</i>		
Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head <i>N. E. by E.</i>		8° 36' W.
Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head <i>N. E. by E.</i>		3° 11' W. variation used, 8° 20' W.
Error of the Compass by Azimuth ☉ observed at , ship's head		0 " "
Deviation of the Compass by Azimuth ☉ observed at , ship's head		0 " " variation used, 0 " "
Water expended during the preceding 24 hours,		400 gallons.
Water <i>distilled</i> during the preceding 24 hours,		1120 "
Water remaining on hand fit for use at Noon,		1020 "
Coal consumed during the preceding 24 hours,		1 ton 880 lbs.
Coal remaining on hand at Noon,		92 " 1435 "

P. M.	3	0	88.6	<i>N. E. by E.</i>	<i>E. by S.</i>	4	0	0	30.34	78	79	71	76	b.c.	cum. atak	9	6
1	2	6	91.2	<i>N. E. by E. 1/2 N.</i>	<i>E. by S.</i>	4	0	0	30.34	76	78	70	76	"	"	9	"
2	5	6	96.8	"	"	4	0	0	30.30	76	77	70	76	"	"	9	"
3	5	6	102.4	"	"	4	0	0	30.28	77	76	70	76	"	"	9	"
4	5	6	108.0	"	"	4	0	0	30.29	81	76	70	76	"	"	9	"
5	5	7	113.7	"	"	4	0	0	30.30	78	76	70	75	"	cum.	9	"
6	4	9	118.6	"	"	4	0	0	30.32	78	75	70	75	"	circ. cum.	9	"
7	5	6	124.2	"	"	4	0	0	30.32	78	75	70	75	"	"	9	"
8	5	6	129.8	"	"	4	0	0	30.32	78	75	70	75	"	"	9	"
9	5	4	135.2	"	<i>E. by S.</i>	4	0	0	30.34	74	74	70	75	"	"	8	L.
10	5	1	140.3	"	"	4	0	0	30.36	74	74	70	76	"	"	3	"
11	5	2	145.0	"	"	4	0	0	30.36	74	74	70	76	"	"	2	"
Mid.	5	1	150.6	"	"	4	0	0	30.38	74	74	70	75	"	"	1	"

under the command of

Commander Louis Kingsley
Friday, February 8

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally fair and pleasant. Moderate breeze from E. N.E. and E. by N. Commenced P.M. (p.c.) Under plain sail except flying jib, for topsail staysail, mainsail and spanker. Old Northwesterly swell, and moderate Easterly sea. Noonlight. Distilling, fire under boiler B.

R. F. Sisdale
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy; passing rain squalls on horizon. Stiff breeze from E. by N. to East. Barometer rising. At end of watch under jib and square sail to royals, except mainsail, on comm. P.M. Distilling with banded fire under boiler B. Apprentices at wheel.

A. A. Coleman
Ensign U. S. N.

From 8 A.M. to Noon.

Stiff breeze from East. Fair and warm. Long swell from North. At 9.30 mustered crew at quarters. Mustered at station for clearing ship for action at 9.36 and at 9.45 called "All hands clear ship for action". All divisions ready at 10.00. At 10.01 hoisted to General Quarters. Divisions reported ready as follows:- After Powder, 10.02.15; Forward Powder, 10.02.40; Navigators, 10.02.45; 1st, 10.03.15; 2nd, 10.05; 3rd, 10.04.26. All divisions ready in 4 minutes. Secured at 10.13. Unhailed boats and accommodation ladder. By order of Commanding Officer, confined C. F. Blaisdell, App. 3 cl. in solitary confinement on bread and water for three (3) days (for vulgarity (2nd offense)) Distilling with fire banded under boiler B. Apprentices at the wheel. Hoisted royals at 8.20, and sent down royal yards at 9.50. Temperature of magazines 74° 74° forward, 74° 73° aft.

J. R. Brown
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Moderate breeze from East and E. by S. At 12.30 changed course to S.W. by N. 1/2 W. (p.c.) Under same sail as in preceding watch. Choppy sea. Distilling, using boiler B. Apprentices at the wheel.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant, with moderate breeze from E. by S. Barometer rising. At 5.40 commenced at reefing topsail, then made plain sail to topgallant sail, ^{except staysail, spanker} at 7.15 commenced at fore quarters. Distilling.

W. B. Whitlary
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear to cloudy, but pleasant weather. Moderate breeze from East. Commenced P.M. by N. 1/2 W. (p.c.) No change in sail. Moderate sea and long swell from the E. Distilling. Moon shining through clouds.

R. F. Sisdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from New York, N.Y. to Barbados, N.S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	6	5	0														
1	5	0	55.6	SE. by N. 1/2 N.	East	4	0	0	30.33	75	75	71	75	b.c.	cir. cum.	1	S.
2	4	7	60.3	"	"	4	0	0	30.29	75	75	70	75	"	"	2	"
3	5	5	65.8	"	"	4	0	0	30.26	75	75	70	75	"	cum. resid.	1	"
4	5	4	71.2	"	SE.	6-3	0	0	30.27	73	75	70	75	b.c.p.	"	2	"
5	4	9	76.1	"	E. S. E.	4	0	0	30.27	74	75	70	75	b.c.p.	"	0	"
6	5	5	81.6	"	"	4	0	0	30.27	74	75	70	75	b.c.	"	1	"
7	5	7	87.3	"	"	4	0	0	30.27	74	75	71	75	b.c.p.	"	4	"
8	5	3	92.6	"	E. by N.	4	0	0	30.28	74	75	71	75	"	"	3	"
9	6	2	98.8	"	"	4	0	0	30.31	76	76	72	76	b.c.	cum.	7	S.
10	5	8	4.6	"	"	4	0	0	30.33	76	76	73	76	"	"	2	"
11	6	2	10.8	"	E. S. E.	4-5	0	0	30.33	74	75	71	76	b.c. g. p.	unil.	1	"
Noon.	3	4	14.2	"	East	3	0	0	30.33	75	75	72	76	b.c.	cir. cum.	3	"

130.4 Distance run by Patent Log

Course and distance made good since preceding noon by observations, *SE. 1/4 N.*

130 knots. tenths.

Position at Noon:	Latitude by D. R.	17° 00' N. "
	Longitude by D. R.	52° 04' W. "
	Latitude by observations of ☉	17° 02' N. "
	Longitude by chronometer from Forenoon Observations of ☉	52° 11' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	17° 05' N. "
	Longitude by <i>Observations</i>	51° 54' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	16° 48' N. "
	Longitude by <i>Chronometer from Afternoon Observations</i>	52° 35' W. "

Current during the time, 7 knots tenths per hour, setting to the *N. N. W. 1/4 N.*Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *SE. by N. 1/2 N.* 6° 09' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 2° 35' W. variation used, 6° 30' W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0° 1' W.

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0° 1' W. variation used, 0°

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1215 "

Water remaining on hand fit for use at Noon, 1835 "

Coal consumed during the preceding 24 hours, 1 tons 1120 lbs.

Coal remaining on hand at Noon, 91 " 315 "

P. M.																	
1	2	8	17.0	SE by N. 1/2 N.	E. S. E.	3	2	0	30.32	76	77	73	77	b.c.	cir. cum.	8	S
2	2	9	19.9	"	SE by E.	2.3	2	0	30.31	75	77	73	77	"	"	7	"
3	2	7	22.6	"	"	2.3	0	0	30.30	75	77	73	77	"	"	7	"
4	2	4	25.0	"	"	2.3	0	0	30.29	75	76	72	77	"	"	8	"
5	2	5	27.3	"	E. S. E.	1.2	0	0	30.28	82	76	72	77	"	"	6	"
6	2	5	29.8	"	"	1.2	0	0	30.27	76	76	72	77	"	"	6	"
7	3	0	31.7	"	E. by S.	1.2	0	0	30.27	76	75	72	77	"	"	5	"
8	3	5	35.2	"	E. S. E.	2.3	0	0	30.27	75	75	72	77	"	"	6	"
9	3	5	38.9	"	E. by N.	3	0	0	30.29	75	75	72	75	"	"	8	"
10	3	2	41.9	"	"	3	0	0	30.29	75	75	72	75	"	"	6	"
11	4	0	45.9	"	"	3	0	0	30.29	75	75	73	75	"	"	5	"
Mid.	3	1	49.0	"	"	3	0	0	30.29	75	75	73	75	"	"	4	"

under the command of

Commander Louis Kingsley
Saturday, February 9

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy weather. Moderate breeze from East with rain squalls from S.E. during last hour. Barometer falling. At 3.30 took in topgallant sails. At end of watch under jib, foreail and topsails on course S.W. by N. 1/2 N. Appurtenances at the wheel. Distilling with banked fire under boiler B.

N. D. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Moderate breeze from E. S.E. and E. by N. Cloudy with light passing showers of rain. Long swell from North. At 4.45 crossed royal yards and set royals. At end of watch on course S.W. by N. 1/2 N. per Standard, under plain sail to royals except flying jib, mainsail and spunker. Distilling with fire banked under boiler B. Appurtenances at the wheel.

J. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Noon

Cloudy to clear. Passing rain squalls third hour. Gentle to stiff breeze from E. by N. to E. S.E. Course S.W. by N. 1/2 N. per. Under same sail as in preceding watch. Distilling using boiler B. Appurtenances at the wheel. Temperature of magazines 76° 75° forward, 74° 74° aft.

J. H. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather clear and pleasant, with light to gentle breeze from E. S.E. to S.E. by E. Barometer falling. At 10 o'clock set lee clew of mainsail. Fire banked in boiler B for distilling. Ship under sail alone steering a course.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Light air to gentle breezes from E. S.E. to East. Course S.W. by N. 1/2 N. (per). At 5.40 exchanged crew at reefing topsails, at end of evening having same disposition of sail. Smooth sea, swell from N.E. Distilling.

R. D. Finsale
Ensign U.S.N.

From 8 P.M. to Midnight

Cloudy and pleasant. Bright moonlight. Gentle breeze from E. by N. Barometer steady. At end of watch under jib and square sail to royals, except ^{weather clew of} mainsail, on course S.W. by N. 1/2 N. Appurtenances at the wheel. Distilling.

N. D. Coleman
Ensign U.S.N.

Examined and found to be correct.

J. B. Milton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Barbados, B. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 6.	At 10.	At 12.				
A. M.	86	1													
1	3	5	52.5	SE by N 1/2 N.	E. N. E.	3	0	30.29	75	75	73	b.c.	cum. unit.	3	1
2	3	8	56.3	"	N. E.	3	0	30.27	74	74	72	b.c.p.	"	4	"
3	4	0	60.3	"	"	3	0	30.25	73	74	72	o.c.p.	"	0	"
4	3	7	64.0	"	"	3	0	30.22	72	73	71	"	"	0	"
5	3	5	67.5	"	N. E. by N.	3	0	30.22	73	74	72	b.c.p.	"	4	"
6	3	3	70.8	"	N. E.	3	0	30.22	73	74	72	b.c.	"	5	"
7	2	6	73.4	"	"	2.3	0	30.24	74	74	72	"	"	7	"
8	2	0	75.4	"	"	2.3	0	30.26	76	74	72	"	cum.	6	"
9	2	0	77.2	"	"	2	0	30.30	76	75	73	"	"	7	"
10	1	5	78.5	"	"	1.2	0	30.31	78	76	74	"	cir. cum.	7	"
11	2	6	78.5	"	E. N. E.	2	0	30.31	78	77	74	"	"	5	"
Noon.	2	5	81.0	"	"	2	0	30.30	78	78	75	"	"	6	"

71. 1 Distance run by Patent Log

Course and distance made good since preceding noon by observations, SE by N 1/2 N. 95 knots. tenths.

Position at Noon:	Latitude by D. R.	16° 17' N.
	Longitude by D. R.	53° 09' W.
	Latitude by observations of ☉	16° 20' N.
	Longitude by chronometer from Forenoon Observations of ☉	53° 32' W.
Position at 8 A. M.	Latitude by D. R. from Noon	16° 25' N.
	Longitude by Observation	53° 25' W.
Position at 8 P. M.	Latitude by D. R. from Noon	16° 02' N.
	Longitude by Chronometer from Afternoon Observations	53° 51' W.

Current during the time, 2.3 knots tenths per hour, setting to the N 1/4 N.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head SE by N 1/2 N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 3° 02' W. variation used, 5° 15' W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1144 "

Water remaining on hand fit for use at Noon, 2579 "

Coal consumed during the preceding 24 hours, 1 tons 560 lbs.

Coal remaining on hand at Noon, 89 " 1995 "

P. M.															
1	1	3	82.4	SE by N 1/2 N.	N. E.	2	0	30.28	77	79	75	77	b.c.	cum. unit.	4
2	2	7	85.1	"	"	2	0	30.26	77	78	74	77	"	"	4
3	2	5	87.4	"	"	2	0	30.23	76	77	74	77	"	"	3
4	2	5	89.4	"	"	1.2	0	30.21	77	77	74	77	"	"	4
5	2	2	91.6	"	"	2.3	0	30.21	76	77	74	77	"	"	2
6	4	9	96.5	"	SE by E.	3.4	3	30.22	74	76	73	77	b.c.p.	"	1
7	4	9	1.4	"	"	3.4	3	30.24	74	76	73	77	b.c.	"	6
8	2	8	4.2	"	"	3	2	30.26	74	76	73	77	"	"	5
9	2	6	6.8	"	N. E.	3	0	30.26	74	75	73	77	"	"	4
10	3	2	10.0	"	"	3	0	30.24	74	75	73	77	"	cir. cum.	7
11	3	3	13.3	"	"	3	0	30.26	74	75	73	77	"	"	6
Mid.	3	1	16.4	"	"	3	0	30.26	74	75	72	77	"	"	5

37 0

under the command of

Commander Louis Kingsley
Sunday, February 10

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from E. N.E. and N.E. cloudy with frequent passing rain showers. Snow blowing at intervals. Hauled up lee clew of mainsail at 2.40. At end of watch on course $\text{F}\frac{1}{2}\text{N}$ by $\text{N}\frac{1}{2}\text{E}$, per Standard, under plain sail to royals except flying jib, mainsail and spraker. Distilling with fire banked under boiler "B". Apprentices at the wheel.

G. R. Cress

2d Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Light passing shower first hour. Light to gentle breeze from N.E. and N.E. by N. At 4.30 set lee clew of mainsail and at 7.30 hauled it up again. Course $\text{F}\frac{1}{2}\text{N}$ by $\text{N}\frac{1}{2}\text{E}$ per. At end of watch under same sail as in preceding watch. Distilling, using boiler "B". Apprentices at the wheel.

J. H. Purcell

2d Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather fair and pleasant. Light breeze from N.E. to E. N.E. Barometer steady. At 9.30 the Commanding Officer inspected the ship both crew at quarters. Got up and spread quarter deck running. At 11 o'clock, Commanding Officer held Divine Service. Distilling with boiler "B". Ship under sail alone, steering a course. At 10.50 hauled in porting log reading 78.8, putting it over again at 11 o'clock. Temperature of magazines 76° 78° forward, 74° 74° aft.

W. B. Whitelsey

2d Lieutenant U.S.N.

From Merid. to 4 P.M.

Generally fair and pleasant. Light N.E. breeze and air. Numerous rain squalls at all points of horizon, a light one of which passed over ship during 2nd hour. Course $\text{F}\frac{1}{2}\text{N}$ by $\text{N}\frac{1}{2}\text{E}$ until 12.30, when changed to $\text{F}\frac{1}{2}\text{N}$ by N (per). No change in sail. Smooth sea. Distilling.

R. D. Fiske

2d Ensign U.S.N.

From 4 to 8 P.M.

Cloudy, with light passing rain squalls. Light to moderate breeze from N.E. to E. by E. Barometer rising. At 4.40 took tea and fired signal. At 6.30 stopped distilling and allowed fire to die out in boiler "B". At 5.10 set lee clew of mainsail. At end of watch under jib and square sail to topgallant sails, except weather clew of mainsail, on course $\text{F}\frac{1}{2}\text{N}$ by N . Apprentices at the wheel.

N. A. Coleman

2d Ensign U.S.N.

From 8 P.M. to Mid.

Gentle breeze from N.E. Fair with bright moonlight. Set the royals at 10.00. At end of watch on course $\text{F}\frac{1}{2}\text{N}$ by N , per Standard, under plain sail to royals except flying jib, weather clew of mainsail and spraker. Apprentices at the wheel.

G. R. Cress

2d Lieutenant U.S.N.

Examined and found to be correct.

J. B. Willton Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air Dry in Fols.	Temp. of Water at Surface.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.	3	7	0															
1	3	1	19.5	FW 1/2 N.	N. N. E.		3	0	0	30.23	75	75	73	75	b.c.	cir. cum.	2	5
2	3	3	22.8	"	"		3	0	0	30.22	75	75	72	75	"	"	4	"
3	3	2	26.0	"	"		3	0	0	30.22	74	75	72	75	"	"	3	"
4	3	0	29.0	"	N. E. by N.		3	0	0	30.21	74	75	72	75	"	"	4	"
5	4	0	33.0	"	E. S. E.		3	0	0	30.20	74	74	72	75	b.c. p.	cum. mist.	2	"
6	4	4	37.4	"	E. S. E.		3	0	0	30.20	73	74	72	75	b.c.	"	1	"
7	2	9	40.3	"	"		2-3	0	0	30.21	74	74	72	75	"	"	3	"
8	2	1	42.4	"	N. E.		2-3	0	0	30.24	75	74	72	76	"	cir.	2	"
9	3	0	45.4	"	N. E. by N.		3	0	0	30.27	76	76	74	77	"	cum. mist.	7	"
10	2	1	47.5	"	E. by N.		2-3	0	0	30.29	77	77	74	77	"	cir. cum.	4	"
11	1	7	49.2	FW by N.	E. by N.		2-3	0	0	30.29	78	78	75	78	"	mist.	6	"
Noon.	3	2	52.4	FW 1/2 N.	E. N. E.		3	0	0	30.27	78	78	75	78	"	"	7	"

73.0 Distance run by log.

Course and distance made good since preceding noon by observations, FW 1/4 S.

82 knots. tenths.

Position at Noon: Latitude by D. R. 15° 27' N. "

Longitude by D. R. 54° 25' W. "

Latitude by observations of ☉ 15° 19' N. "

Longitude by chronometer from Forenoon Observations of ☉ 54° 32' W. "

Position at 5 A. M. Latitude by D. R. from Noon 15° 26' N. "

Longitude by Observation ☉ 54° 25' W. "

Position at 8 P. M. Latitude by D. R. from Noon 15° 07' N. "

Longitude by Chronometer from Afternoon observations 50° 02' W. "

Current during the time, 10 knots tenths per hour, setting to the FW 1/2 S.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head FW 1/2 N.

3° 53' N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

1° 44' N.

variation used, 4° 23' N.

Error of the Compass by Azimuth ☉ observed at , ship's head

0° 00' N.

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0° 00' N.

variation used, 0° 00' N.

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

421 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

tons 1600 lbs.

Coal remaining on hand at Noon,

89° 395 "

P. M.																			
1	1	9	54.3	FW 1/2 N.	E. N. E.	3	0	0	30.23	78	78	75	78	b.c.	cir. cum.	5	5		
2	2	6	58.0	N. N. E.	"	2-3	0	0	30.23	77	79	75	78	b.c. p.	cum. mist.	4	"		
3	2	7	60.7	"	"	2-3	0	0	30.19	78	78	74	78	b.c.	"	4	"		
4	3	2	63.9	"	"	3	0	0	30.18	78	78	74	78	"	"	5	"		
5	3	1	67.0	"	"	3	0	0	30.18	78	78	74	78	"	"	6	"		
6	2	7	69.7	"	"	3	0	0	30.19	78	78	73	78	"	"	3	"		
7	3	8	73.5	"	N. E.	3	0	0	30.21	78	77	74	78	"	"	8	"		
8	4	4	77.9	"	"	3	0	0	30.22	77	77	73	78	"	"	8	"		
9	4	1	82.0	"	"	3	0	0	30.23	77	77	73	78	b.c. p.	"	2	"		
10	4	2	86.2	"	"	3	0	0	30.24	74	77	73	78	"	"	2	"		
11	3	7	89.9	"	S. S. E.	3-5	3	0	30.24	72	75	72	78	a.c. g. p.	mist.	0	"		
Mid.	4	7	94.6	N. FW 1/2 N.	E. by E.	3-4	3	1/2	30.24	72	75	72	78	"	"	0	"		

under the command of

Commander Louis Kingsley
Monday, February 11

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Moonlight. Gentle breeze from N. N.E. and N.E. by N. Commenced 9 A.M. Under same sail as in preceding watch. Apprentices at the wheel.

H. Purcell
1st Lieutenant U. S. N.

From 4 to 8 A.M.

Weather cloudy but pleasant, except for a light rain squall about 5 o'clock. Light to gentle breeze from E. S.E. to N.E. Barometer rising. At 4:30 took in lee clew of mainmast. Ship under sail slow, steering a course.

W. B. Whittlesey
2nd Lieutenant U. S. N.

From 8 A.M. to Merid.

Generally fair and pleasant. Light to gentle breeze variable between N.E. and E. by N. Commenced 9 A.M. At 9:30 had quarters for masts and inspection. From 9:40 to 10:30 exercised crew, shortening and furling sail as if coming to anchor, leaving ship under same disposition of canvas. From 10:45 to 11:30 exercised Apprentices of port watch, blowing and furling royal. By order of Commanding Officer released from confinement E. T. Blauvelt (App 3rd). By reason of expiration of term of enlistment discharged from this ship and Naval Service, Lutes Beach (Bay). Numerous rain squalls at different points of horizon. Smooth sea. Temperature of magazines 76° 76° forward, 76° 76° aft.

R. D. Dinsdale
2nd Ensign U. S. N.

From Merid. to 4 P.M.

Partly cloudy and pleasant. Light to gentle breeze from E. N.E. Barometer falling. Had the following drill; from 1:15 to 2:30, starboard watch, filling and lowering royal, general order instruction in seamanship and compass. 2:45 to 3:30, 2nd Division, gunnery. At end of watch under square sail to royal, except mainmast with jib, on course U. S. N. At 12:30 changed course to N. N.W. port log reading 54.3. Apprentices at the wheel.

N. A. Coleman
2nd Ensign U. S. N.

From 4 to 8 P.M.

Gentle breeze from E. N.E. and N.E. Fair and pleasant. At 5:40 called all hands and exercised at reefing topsails. Took a single reef, then shook out reefs and made sail. Set lee clew of mainmast at 7:30. At end of watch hauled in U. S. N. per Standard, under plain sail to royal, except flying jib, weather clew of mainmast and spraker. Apprentices at the wheel.

J. R. O'Connell
2nd Lieutenant U. S. N.

From 8 P.M. to Merid.

Cloudy overcast last part. Passing chance and equally. Gentle breeze from N.E. followed by sudden shift to North about 10 P.M., then to S. S.E. and S. by E. blowing moderate to stiff with squalls. Now now clouded at 11 o'clock. Commenced U. S. N. per. At 10 o'clock hauled up lee clew of mainmast and took in light sails. At 11 o'clock set light sails again and lee clew of mainmast. At end of watch under same sail as in preceding watch. Apprentices at the wheel.

H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Meillon
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forme of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sky, in fathoms.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	4	2	2														
1	3	9	98.5	Ch. F. Ch.	S. E. E.	2-3	2	1/2	30.22	72	74	72	78	o. c. p.	numb.	0	F
2	2	6	1.1	"	"	2	2	1/2	30.20	72	74	72	78	"	"	0	"
3	3	3	4.4	"	"	2-3	2	1/2	30.18	72	74	72	78	"	"	0	"
4	1	2	4.5	"	"	0-1	0	1/2	30.18	73	74	73	78	to.	cum.	2	"
5	3	2	7.6	"	N. E.	1-3	0	0	30.18	73	73	72	77	o. c. p. g.	cum. numb.	0	L
6	3	8	11.4	"	E. N. E.	2-4	0	0	30.18	74	73	72	77	"	"	0	"
7	2	3	13.7	"	East	2-3	0	0	30.20	75	74	72	77	b. c.	"	1	"
8	4	6	18.3	"	E. S. E.	3-4	0	0	30.22	76	75	72	77	"	"	2	"
9	6	0	24.3	"	East	4-5	0	0	30.24	76	75	72	77	b. c. p.	"	4	"
10	5	6	29.8	"	E. S. E.	4-5	0	0	30.26	77	77	73	77	b. c.	"	4	"
11	6	2	35.0	"	"	4-5	0	0	30.28	78	78	74	78	"	"	3	"
Noon.	5	7	40.7	"	"	4-5	0	0	30.29	79	79	74	78	"	"	6	"

90.6 Distance run by Log.

Course and distance made good since preceding noon by observations, *Ch. by N. 1/2 E.* 10 1 knots. tenths.

Position at Noon:	Latitude by D. R.	14 ° 36' N. "
	Longitude by D. R.	55 ° 56' W. "
	Latitude by observations of ☉	14 ° 35' N. "
	Longitude by chronometer from Forenoon Observations of ☉	56 ° 05' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	14 ° 47' N. "
	Longitude by <i>Observations</i> ☉	55 ° 44' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	14 ° 18' N. "
	Longitude by <i>Chronometer from Afternoon observations</i> ☉	56 ° 40' W. "
Current during the time, 9 knots tenths per hour, setting to the <i>Ch. 1/2 S.</i>		
Error of the Compass by Azimuth ☉ observed at <i>8 A. M.</i> , ship's head <i>Ch. F. Ch.</i>		2 ° 41' Ch.
Deviation of the Compass by Azimuth ☉ observed at <i>8 A. M.</i> , ship's head		2 ° 42' Ch. variation used, 3 ° 10' Ch.
Error of the Compass by Azimuth ☉ observed at , ship's head		0 " "
Deviation of the Compass by Azimuth ☉ observed at , ship's head		0 " variation used, 0 " "
Water expended during the preceding 24 hours,		420 gallons.
Water during the preceding 24 hours,		"
Water remaining on hand fit for use at Noon,		2180 "
Coal consumed during the preceding 24 hours,		tons 480 lbs.
Coal remaining on hand at Noon,		88 " 2155 "

P. M.	2	5	40.2	Ch. F. Ch.	E. S. E.	4	0	0	30.28	80	78	74	79	b. c.	cir. cum.	7	L
1	2	3	45.5	Ch. F. Ch. 1/4 Ch.	E. S. E.	4	0	0	30.27	79	80	74	79	"	"	7	"
2	4	7	50.2	"	East	4	0	0	30.26	79	80	74	79	"	"	6	"
3	4	5	54.7	"	E. S. E.	4	0	0	30.25	78	78	74	79	"	"	6	"
4	4	5	59.2	"	East	4	0	0	30.25	78	78	74	79	"	"	6	"
5	4	8	64.0	"	"	4	0	0	30.25	78	78	74	79	"	"	6	"
6	5	2	69.2	"	"	4	0	0	30.25	78	78	74	78	"	"	6	"
7	5	3	74.5	"	E. by N.	4	0	0	30.25	78	78	74	78	"	"	8	"
8	5	3	79.8	"	E. N. E.	4	0	0	30.26	78	77	73	78	"	"	8	"
9	5	4	85.2	"	East	4	0	0	30.27	78	77	73	77	"	"	8	"
10	6	1	91.3	"	E. S. E.	4	0	0	30.28	78	77	73	77	"	"	9	"
11	6	0	97.3	"	East	4	0	0	30.28	78	77	72	77	"	"	9	"
Mid.	6	3	103.6	"	"	4	0	0	30.27	77	77	72	77	"	"	7	"

102.9

4-205

under the command of

Commander Louis Kingsley
Tuesday, February 12

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and lumpy with passing showers, clearing up toward end of watch. Gentle breeze from S.E. dropping to light air. Barometer falling. At 12.30 set weather clew of mainmast and at 3.15 the flying jib. At 3.45 hauled in patent log, reading 4.5. Ship under sail alone steering a course.

W.B. Whittelsey
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast to partly cloudy weather. Light wind and rain squall during first hour. Unsteady light to moderate breeze from N.E. to S.E. Commenced at 4 P.M. (p.c.) At 4.20 took in royals, flying jib and mainmast. At 4 P.M. set royals and lee clew of mainmast. Numerous rain squalls noticed at different points of horizon. Smooth sea, long lumpy swell to which ship rolling.

R.D. Lindale
Ensign U.S.N.

From 8 A.M. to Noon

Partly lumpy with light rain squalls during first hour, clearing during latter part of watch. Moderate to stiff breeze from East to S.E. Barometer rising. At 9 o'clock set weather clew of mainmast. At 9.45 took in royals. At 10.30 set for royal and at 11.45 set main royal. At 9.15 hoisted for topmast stayrail. At 9.30 mustered at quarters and there had divisional drill as follows until 10.30; Forward Division, magazine. After Order, exercise Forward Division; 1st Division, single sticks; 2nd Division, infantry; 3rd Division, infantry. From 10.45 to 11.30 exercised starboard watch, loosing and fueling main royal, and general instruction in seamanship and log line. At end of watch under plain sail to royals except spunkier and flying jib, on course N.E. by E. Appointments at the wheel. Fought as back standing to the Northward. Hubert Henry was this day enlisted on board as Bayman for three (3) years. Temperature of magazines 78° 78° forward, 77° 77° aft.

N.A. Coleman
Ensign U.S.N.

From Noon to 4 P.M.

Moderate breeze from S.E. and East. Fair and pleasant. Long swell from North. During 3rd period instructed apprentices of watch in sails and spars. 4th period, 3rd Division in gunnery and Forward Division division in heaving the log. A barque in sight all of watch in starboard hand standing to N.W. Hauled up weather clew of mainmast and hauled down for topmast stayrail at 3.40. By order of Commanding Officer changed course at 12.30 to N.E. by E. per Standard. At end of watch on that course under plain sail to royals, except flying jib, weather clew of mainmast and spunkier. Appointments at the wheel.

G. C. Calkins
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Moderate breeze from East to S.E. At 5.45 exercised single reefing topmasts. At 6.45 hauled up lee clew of mainmast. Commenced at 4 P.M. (p.c.) At end of watch under jib and all square sail except mainmast. Appointments at the wheel.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight

Weather clear and pleasant, with moderate breeze from East to S.E. Barometer steady. Ship Examined and found to be correct. Under sail alone, steering a course. Rolling heavily at times to long swell from North.

W.B. Whittelsey
Lieutenant U.S.N.

J. B. McIlhenny
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Newport, R.I. to Barbados, W.I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Force of Gale, by symbols.	Prep. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	6 2	9															
1	6	1	9.7	Ch. 3/4 Ch.	East		5	0	0	30.27	77	77	72	77	b.c.	cir. cum.	8 d.
2	6	3	16.0	"	"		5	0	0	30.26	77	77	72	78	"	"	6 "
3	6	5	22.5	"	Ch. 3/4 Ch.		5	0	0	30.25	77	77	72	78	"	"	8 "
4	6	4	28.9	"	"		5	0	0	30.24	76	76	72	78	"	"	6 "
5	6	3	35.2	"	"		5	0	0	30.24	76	77	72	78	"	"	7 "
6	6	3	41.5	"	"		5	0	0	30.24	76	77	72	78	"	"	7 "
7	6	2	47.7	"	"		5	0	0	30.25	76	77	73	78	"	"	7 "
8	6	2	53.9	"	"		5	0	0	30.25	76	77	73	78	"	"	7 "
9	7	3	61.2	"	"		5	0	0	30.29	79	78	74	78	"	"	7 "
10	5	7	66.9	"	"		5	0	0	30.30	79	79	74	78	"	"	8 "
11	5	0	71.9	"	"		5	0	0	30.30	79	79	74	78	"	"	8 "
Noon.	5	6	77.6	"	"		5	0	0	30.27	79	80	75	78	"	"	8 "

136.8 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, Ch. 3/4 Ch. 140 knots. tenths.

Position at Noon:	Latitude by D. R.	13 0 37' N. "
	Longitude by D. R.	58 0 12' W. "
	Latitude by observations of ☉	13 0 48' N. "
	Longitude by chronometer from Forenoon Observations of ☉	58 0 21' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	13 0 57' N. "
	Longitude by observation of ☉	57 0 59' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	13 0 25' N. "
	Longitude by chronometer from Afternoon Observations	59 0 00' W. "

Current during the time, 14 knots tenths per hour, setting to the NCh. 1/4 N.

Error of the Compass by Azimuth ☉ observed at 4 P.M., ship's head 30 Ch. 1/4 Ch.

Deviation of the Compass by Azimuth ☉ observed at 4 P.M., ship's head "

Error of the Compass by Azimuth ☉ observed at , ship's head "

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

Water expended during the preceding 24 hours, 400 gallons.

Water remaining on hand fit for use at Noon, 1780 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 88 " 1515 "

P. M.	2	5	80.1	Ch. 3/4 Ch.	E. by S.	4	0	0	30.29	79	80	75	78	b.c.	cir. cum.	8 d.
1	2	8	82.9	Ch. 3/4 Ch.	"	4	0	0	30.27	79	80	75	78	"	"	8 "
2	5	5	88.4	"	"	4	0	0	30.23	78	80	76	78	"	"	6 "
3	5	2	93.6	"	"	4	0	0	30.20	79	80	76	78	"	"	8 "
4	5	4	99.0	"	"	4	0	0	30.21	83	81	77	78	"	"	8 "
5	5	2	4.2	"	"	4	0	0	30.24	78	79	74	78	"	"	8 "
6	5	0	9.2	"	"	4	0	0	30.24	78	78	74	78	"	"	6 "
7	5	1	14.3	"	"	4	0	0	30.24	77	77	73	78	"	"	9 "
8	5	4	19.7	"	"	5	0	0	30.26	77	77	73	78	"	"	9 "
9	5	8	25.5	"	"	5	0	0	30.26	77	77	73	78	"	"	9 "
10	5	7	29.2	Ch. 3/4 Ch.	"	5	0	0	30.26	77	77	73	78	"	"	9 "
11	5	6	36.8	"	"	5	0	0	30.29	77	77	73	78	"	"	8 "
Mid.	5	7	42.5	"	"	5	0	0	30.30	77	77	73	78	"	"	8 "

64.9

(26)

under the command of

Commander Louis Kingsley
Wednesday, February 13

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Stiff breeze from East to E. S.E. Course N. N. $\frac{1}{2}$ E. (p.c.). Under plain sail to royals except flying jib, for topmast staysail, mainsail and spanker, until 12.15 when furl'd royals. Moderate Ely sea and long S by swell. Ship rolling considerably at times. Bright moonlight.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Stiff breeze from E. S.E. Barometer falling. At end of watch under plain sail to topgallant sails, except mainsail and spanker, on course N. N. $\frac{1}{2}$ E. Appointments at the wheel.

N. D. Lockeman
Ensign U. S. N.

From 8 A.M. to Noon.

Stiff breeze from E. S.E. Fair and warm. Long swell from N. N.E. At 9.30 mustered crew at quarters. At 9.45 called all hands and exercised at furling sail. Furl'd all sail and then made sail to topsails. At 9.00 took in topgallant sails. At end of watch on course N. N. $\frac{1}{2}$ E. per Standard, under jib topsails and foresail. Dred both bows chains and made preparations for port. Appointments at the wheel. Temperature of magazines 78°-78° forward, 77°-77° aft.

G. R. Dean
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Moderate breeze from E. by S. At 12.30 changed course to S. N. by N. $\frac{1}{4}$ E. Under same sail as in preceding watch. Fog, hazy and mudding day. Appointments at the wheel. Inspected magazines flood cocks and found them in working order. Ordnance Officer inspected magazines.

J. D. Pyrell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant, with moderate breeze from E. by S. Barometer rising. Faint smoke stack. By order of Commanding Officer, three barrels of flour, as recommended by Board of Supply. At 5.00 sighted a sail, broad on starboard quarter. At 5.15 exercised at reefing topsails, leaving ship under jib, fore and main topsails and foresail, steering a course.

W. B. Whittelsey
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Stiff breeze from E. by S. Course S. N. by N. $\frac{1}{4}$ E. until 9.37 when changed to S. N. (p.c.) patent log 29.2. At 9.15 sighted from aloft Ragged Point Light, Barbadoes, W. I., 10 miles from deck at 9.15 and at end of watch it bore about Chel. Moderate Ely choppy sea. No change in sail. Took bow bearing of Ragged Point Light at 10.35. patent log 33.3.

R. D. Tisdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Mollon
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Newport R. I. to and at anchor in Carlisle Bay, Barbadoes.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fiftihs.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	6.4	9														
1	5	9	48.3	S. by E.	E. by S.	5	0	30.26	77	77	74	78	b.c.	cir. cum.	8	9.
2	5	7	52.0	E. by S. 1/4 N.	"	5	0	30.25	77	77	74	77	"	"	9	"
3	5	0	58.5	"	"	5	0	30.23	77	77	73	77	"	"	8	"
4	5	6	62.8	S. by E.	"	5	0	30.22	77	77	73	77	"	"	7	"
5	5	0	63.3	S. by E.	E. by N.	4	0	30.21	76	77	73	77	"	"	8	8.
6	2	0	68.7	N. by E.	"	4	0	30.22	76	76	72	78	"	"	7	"
7				Con. to	E. N. E.	4	0	30.25	76	77	72	78	"	"	7	"
8				"	"	4	0	30.28	76	77	72	78	"	"	7	"
9	Standing in for Carlisle Bay				"	4		30.31	79	78	72		"	"	8	
10	At anchor				"	4		30.32	82	82	73		"	"	9	
11				"	"	4		30.30	82	82	74		"	"	5	
Noon.				"	"	4		30.29	81	82	74		"	"	6	

92.1 Distance run by Patent Log

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1300 "

Coal consumed during the preceding 24 hours,

1 tons 600 lbs.

Coal remaining on hand at Noon,

87 " 915 "

P. M.			Ship's head													
1			E. N. E.	E. N. E.	4			30.28	82	81	73		b.c.	cir. cum.	6	
2			"	"	4			30.26	81	81	73		"	"	5	
3			"	"	3			30.24	81	80	73		"	"	5	
4			"	"	3			30.24	81	80	73		"	"	5	
5			"	"	3			30.25	80	80	72		"	"	8	
6			"	"	2			30.27	77	78	72		"	"	9	
7			"	"	1			30.28	76	76	70		b	none	10	
8			N. E.	"	2			30.29	75	75	71		"	"	10	
9			"	"	2			30.29	75	75	71		"	"	10	
10			"	"	2			30.30	75	75	71		"	"	10	
11			N. E. by E.	"	2			30.30	74	75	70		"	"	10	
Mid.			"	"	2			30.29	74	75	70		b.c.	cum.	9	

under the command of

Commander Louis Kingsley
Thursday, February 14,

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright moonlight. Stiff breeze from E. by S. Barometer falling. Hauling along Southern Coast of Barbados under command of Ensign. At 12.30 Ragged Point Light bore abeam distant about 15 miles. At 3.30 South Point Light N.W. distant about 4 miles. Courses changed as in column. At 3.20 sighted Redbank Light bearing N.W. by W. At end of watch South Point bore S. & W. distant $4\frac{1}{2}$ miles. Under topsails, foreail and jib, heading S.W. At 1.20 started fire in bilers A. C. and D. Apprentices at wheel.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Moderate breeze from E. by N. and E.N.E. Fair and pleasant. Smooth sea. Made the following changes in crew: 4.20 to 4.40 to W. by N.; 5.00 to 4.40. At 5.20 hove to with fore topsail to the mast to couple propeller and hauled in patent log reading 69.5. Afterwards drifting to S.W. and W. At 7.30 South point Light of Barbados Island bore (mag) E. N.E. $3\frac{1}{4}$ E. and Redbank Light N.E. $\frac{1}{4}$ E. (mag) Attempting to couple propeller after 5 hrs. Steam in bilers A. C. & D. Apprentices at the wheel.

A. R. Cray
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Moderate breeze from E.N.E. At 8.30 partially coupled propeller and started ahead, steering in for Barbados, Navigator coming the ship. Took in abed furled all sail. At 9.45 came to anchor in Barbados Harbor, 12 fathoms water, grey sand and shell, 52 fathoms of chain on port anchor. Ship's draft 13 feet 5 inches forward and 16 feet 5 inches aft. Altered fire to live oak under bilers A. C. and D. Put out steam launch. Made preparations for painting ship outside. Bearings of anchorage: Redbank Light N.E. (mag) Redbank Point Light S.W. $\frac{1}{4}$ E. (mag) Ship's head E. by S. (mag) H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather fair and pleasant, with moderate to gentle breeze from E.N.E. Barometer falling. Engaged in painting ship. Got 1st cutter in on the forecastle. H. Henry Boyman was granted leave until Monday. Received in Pay Dept. \$964.88, dollars worth of English gold and silver.

W. B. Whiskey
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Light air to gentle breeze from E.N.E.

H. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather clear and pleasant. Light breeze from E.N.E. Barometer steady. Riding to wind.

W. B. Whiskey
Lieutenant U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Progn. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5°.	Air by Bulb.	Wet Bulb.	Water at Surface.					
A. M.				Ship's head															
1				N.E. by E.	E. N.E.		2			30.27	74	75	71		b.c.	cum.	8		
2				E. N.E.	"		4			30.24	74	75	72		"	"	7		
3				"	"		2-3			30.24	74	75	71		"	cir. cum.	7		
4				"	"		2-3			30.25	74	75	72		"	"	7		
5				N.E.	"		3			30.25	74	75	72		"	"	8		
6				N.E. by E.	"		3			30.26	75	75	72		"	cum. str.	6		
7				E. N.E.	"		3			30.27	75	75	72		"	"	3		
8				"	"		3			30.29	77	76	72		"	"	3		
9				"	"		4-5			30.33	78	78	72		b. g.	"	4		
10				"	"		4-5			30.33	80	79	73		"	"	4		
11				"	"		4			30.32	80	79	72		b.c.	"	4		
Noon.				"	"		4			30.31	80	79	72		"	"	3		

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	, ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	, ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0	"
Water expended during the preceding 24 hours,	600	gallons.	
Water	during the preceding 24 hours,	"	
Water remaining on hand fit for use at Noon,	700	"	
Coal consumed during the preceding 24 hours,	tons 640	lbs.	
Coal remaining on hand at Noon,	87 " 275	"	

P. M.																				
1			E. N. E.	E. N. E.	4	30.26	81	79	72	b. c.	cir.	cum. str.	3							
2			"	"	4	30.25	80	79	72	"	"	"	4							
3			N. E. by E.	"	4	30.23	80	80	72	"	"	"	4							
4			E. by N.	"	3-4	30.23	80	79	72	"	"	"	3							
5			"	"	3-4	30.24	79	79	72	"	"	"	2							
6			N. E. by E.	"	3	30.25	75	79	72	"	"	"	3							
7			E. N. E.	"	3	30.27	76	78	72	"	"	"	6							
8			"	"	2	30.30	78	79	73	"	cir. cum.	9								
9			"	"	2	30.29	77	78	72	"	"	"	8							
10			"	"	1	30.30	77	77	72	"	"	"	8							
11			"	"	2	30.29	76	76	72	"	"	"	8							
Mid.			"	"	2	30.28	75	76	72	"	"	"	9							

under the command of

Commander Louis Kingsley
Friday, February 15

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.
breezes. Bright moonlight. Generally clear and pleasant. Light to moderate E. N.E. ly.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear. Gentle breeze from E. N.E. Received in Dept. of Supplies and Accounts 83 lbs. bread, and 103 $\frac{1}{4}$ lbs. each of fresh beef and vegetables.

J. J. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather fair. Gentle to stiff breeze from E. N.E. Barometer steady. At 9.30 mustered crew at quarters, finding E. G. Lickok, Or. M. 1cl. absent without leave. Sub. an officer for the American Consul who visited this ship at 12 o'clock. Got out sailing launch.

W. B. W. Hutchins
Lieutenant U. S. N.

From Merid. to 4 P.M.

Generally fair and pleasant. Moderate E. N.E. ly. breezes. Sub. starboard watch of apprentices ashore on liberty till sunset; also sent liberty party of men. At 1.45 the Commanding Officer accompanied by his Aid left the ship to pay official visits on shore.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 P.M.

Weather fair and pleasant. Light to moderate breeze from E. N.E. Barometer rising. At 5 o'clock the Commanding Officer returned to the ship, having made official calls on the Mayor and Commandant of the Military forces of the Island. Samuel Wood (B. 1cl.) was placed under the Order at Arms charge for being drunk on board ship. Apprentice liberty party returned on board. E. G. Lickok (Or. M. 1cl.) returned from liberty 7 $\frac{1}{2}$ hours overtime.

W. B. W. Hutchins
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light E. N.E. ly. breezes.

R. D. Tisdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in Carlisle Bay, Barbador, N. O.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Low say.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, by Bulb.	Temp. of Water at Surface.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at G.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.				<i>Ship's head</i>													
1				N E.	E. N. E.	1			30.26	75	76	72	b.c.	cir. cum.	8		
2				"	"	1			30.24	75	76	72	"	"	9		
3				"	N E.	2-3			30.23	75	75	72	"	"	9		
4				N E. by E.	"	2-3			30.23	74	75	71	"	"	9		
5				"	"	3			30.23	74	75	72	"	"	9		
6				E. N. E.	E. N. E.	3			30.25	75	75	72	"	"	8		
7				N E. by E.	"	3			30.25	75	76	72	"	"	7		
8				"	"	3			30.25	78	80	73	"	"	7		
9				N E.	"	3-4			30.30	79	80	76	"	"	7		
10				"	"	3-4			30.30	79	80	76	"	"	6		
11				N E. by E.	"	4			30.31	81	80	74	"	"	5		
Noon.				"	"	4			30.30	81	80	74	"	"	4		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

 { Longitude by D. R. 0 " "

 { Latitude by observations of ☉ 0 " "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

 { Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

 { Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water *received* during the preceding 24 hours,

2790 "

Water remaining on hand fit for use at Noon,

3090 "

Coal consumed during the preceding 24 hours,

tons 1040 lbs.

Coal remaining on hand at Noon,

86" 1475"

P. M.																	
1				N E.	E. N. E.	4			30.28	81	80	73	b.c.	cir. cum.	4		
2				E. N. E.	"	4			30.25	81	80	73	"	"	5		
3				"	"	4			30.25	81	80	73	"	"	6		
4				"	"	4			30.22	80	80	73	"	"	6		
5				"	"	4			30.24	80	80	73	"	"	6		
6				"	"	3			30.26	79	79	72	"	"	6		
7				"	"	3			30.26	77	77	72	"	"	7		
8				"	"	4			30.26	76	77	71	"	"	9		
9				"	"	3			30.27	76	77	71	"	"	9		
10				"	"	3			30.27	76	77	71	"	"	9		
11				"	"	2			30.27	76	77	71	"	"	9		
Mid.				"	"	2			30.27	76	77	71	"	"	9		

under the command of

Commander Louis Kingsley
Saturday, February 16

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright starlight. Light air to gentle breeze from E. N.E. to N.E. Barometer falling.

N. A. Coleman
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and pleasant, with gentle breeze from E. N.E. Barometer steady. Got the first cutlet off the focussette. Received in Pay Dept 83 lbs. bread, and 103 lbs each of lard and vegetables.

W. B. Whitley
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair and pleasant. Moderate breeze from E. N.E. By order of Commanding Officer I Wood, (B.N. 1 cl.) was placed in solitary confinement for four (4) days on bread and water for becoming drunk on duty and on smuggled liquor. At 9.30 water boat came alongside and received 2990 gallons fresh water from Bridgetown Water Works Co. Received official visits from an English Army Officer, and the Governor Aid. English F. F. Hunt battle came in harbor and anchored. Temperature of magazines 80°-85° forward, 79°-79° aft.

R. D. Tisdale
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and warm. Moderate breeze from E. N.E. Barometer falling. Received an official visit from two officers of the Secretariat Regiment.

N. A. Coleman
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Gentle and moderate E. N.E. breeze. Mr. Olsen (B.N. 2 cl.) returned from liberty drunk and was placed in confinement for safe keeping by order of Commanding Officer. I Wood (B.N. 1 cl.) being temporarily released by same authority. All the apprentices of port watch returned from liberty at sunset with the exception of P. J. Oley and J. H. York.

R. D. Tisdale
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Generally clear. Bright starlight. Breeze to light breeze from E. N.E. E. P. Heckert Quartermaster's class, was placed under charge of Master at Arms to await further action by order of Commanding Officer, for becoming intoxicated on smuggled liquor while on duty.

N. A. Coleman
Lieutenant U.S.N.

J. B. McIlwain
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*,
At anchor in *Carlisle Bay, Barbados, W. I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's head</i>														
1				<i>N. E. by E.</i>	<i>E. N. E.</i>		3			30.23	74	75	71	<i>b. c.</i>	<i>cum.</i>		7	
2				"	"		2			30.22	74	75	71	"	"		8	
3				<i>N. N. E.</i>	"		2			30.21	74	75	71	"	"		7	
4				"	"		2			30.20	74	75	71	"	"		4	
5				"	"		2			30.22	74	75	71	"	"		4	
6				<i>N. E.</i>	"		2			30.22	74	75	71	"	"		4	
7				"	"		2			30.22	75	74	71	"	"		3	
8				<i>E. N. E.</i>	"		2			30.22	78	75	71	"	"		4	
9				<i>E. by N.</i>	<i>E. by N.</i>		3-5			30.25	76	77	72	"			4	
10				"	"		3-5			30.28	78	77	72	<i>b. c. g.</i>	<i>cum. strat.</i>		6	
11				"	"		3-5			30.28	80	78	72	"	"		6	
Noon.				"	"		3-5			30.26	81	80	72	"	"		5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	{ Latitude by D. R.	0	"	"
	{ Longitude by D. R.	0	"	"
	{ Latitude by observations of ☉	0	"	"
	{ Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	{ Latitude by	0	"	"
	{ Longitude by	0	"	"
Position at 8 P. M.	{ Latitude by	0	"	"
	{ Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

430 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2660 "

Coal consumed during the preceding 24 hours,

tons 640 lbs.

Coal remaining on hand at Noon,

86 " 835 "

P. M.																		
1			<i>East</i>	<i>E. by N.</i>	4	30.24	80	80	74	<i>b. c. g.</i>	<i>cum. strat.</i>	4						
2			<i>E. N. E.</i>	"	4	30.24	81	80	73	<i>b. c.</i>	<i>cum.</i>	7						
3				<i>E. N. E.</i>	4	30.20	81	80	72	"	"	5						
4			<i>N. E. by E.</i>	"	4	30.21	80	80	73	"	"	3						
5			<i>E. N. E.</i>	"	4	30.23	80	80	73	"	"	4						
6			<i>N. E.</i>	<i>N. E.</i>	4	30.23	79	79	73	"	<i>cum. strat.</i>	4						
7			"	"	4	30.23	76	78	73	"	"	3						
8			"	"	2	30.23	76	78	73	"	"	9						
9			"	"	2	30.25	75	77	73	"	<i>cum.</i>	7						
10			"	"	3	30.26	74	76	72	"	"	7						
11			"	"	3	30.26	74	75	72	"	"	8						
Mid.			"	<i>E. N. E.</i>	2	30.26	74	75	72	"	<i>cum. strat.</i>	6						

under the command of

Commander Louis Kingsley
Sunday, February 17

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

1.00.

Gentle to light breeze from E. N.E. Partly cloudy. Moon rose about

Geo. R. Beaman
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally cloudy. Light to gentle E. N.E. breeze. Mr. Olson (B.M. 2d) was released from confinement today about 8 A.M. (B.M. 1st) having placed in solitary confinement by direction of Commanding Officer. Apprentices P. J. Foley and J. H. York returned on board 12 hours before. Received in Pay Dept. following fresh provisions for the crew: 103 3/4 lb. beef, 103 3/4 lb. vegetables and 13 lb. bread. Steamer Tulach barge left the harbor at sunrise.

R. H. Tisdale
Ensign U.S.N.

From 8 A.M. to Noon.

Cloudy at first, clearing during last hour. Gentle to stiff breeze from E. N.E. to E. by N. Barometer rising. At 9.30 mustered at quarters for divisional inspection after which rounded the cove to quarters and Commanding Officer inspected ship and crew.

N. A. Carlson
Ensign U.S.N.

From Noon to 4 P.M.

Moderate breeze from E. by N. and E. N.E. Fair and warm. Sent a swimming party of boys and men ashore at 3.00. Party returned at 3.30.

Geo. R. Beaman
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze from E. N.E. to N.E. Barometer steady.

N. A. Carlson
Ensign U.S.N.

From 8 P.M. to Midnight

Light to gentle breeze from N.E. and E. N.E. Fair and pleasant.

Geo. R. Beaman
Lieutenant U.S.N.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass. <i>Ship's head</i>	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.																	
1				E. S. E.	E. N. E.		1			30.23	74	75	73	b.c.p.	cumul.	7	
2				E. N. E.	"		2			30.20	74	75	73	b.c.	cum.	6	
3				E. by S.	"		3			30.19	74	75	72	"	"	4	
4				N. E. by E.	"		2			30.17	75	75	72	"	"	4	
5				"	"		2			30.17	75	75	72	"	"	7	
6				"	"		2			30.18	75	75	72	"	strat.	8	
7				N. E.	"		2			30.19	74	75	72	"	"	9	
8				"	"		2			30.22	75	76	73	"	"	9	
9				E. N. E.	"		3			30.25	79	80	74	"	"	7	
10				N. E. by E.	"		3			30.28	80	80	74	"	"	8	
11				"	"		3			30.26	81	82	74	"	"	7	
Noon.				East	"		3			30.24	81	81	74	"	"	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours, 460 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, 1 tons 80 lbs.

Coal remaining on hand at Noon, 85 " 755 "

P. M.																	
1			N. E.	N. E.	3					30.20	81	81	74	b.c.	cum.	5	
2			N. E. by E.	"	3					30.18	81	81	74	"	"	5	
3			N. E.	"	3					30.16	80	80	73	"	"	4	
4			E. N. E.	"	3.5					30.16	79	79	72	b.c.g.	cumul.	4	
5			"	"	4					30.20	79	79	72	"	"	5	
6			N. E.	E. N. E.	4					30.18	78	78	73	"	"	7	
7			"	"	3					30.19	76	76	72	b.c.	"	9	
8			E. N. E.	"	3					30.19	76	76	72	"	"	9	
9			"	"	3					30.19	76	77	73	"	"	8	
10			"	"	3.5					30.20	74	76	72	b.c.g.p.	"	2	
11			N. E. by E.	N. E.	3					30.21	74	76	72	b.c.w.	cum.	9	
Mid.			N. E.	E. N. E.	3					30.17	75	76	73	"	"	9	

under the command of

Commander Louis Kingsley
Monday, February 18

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light passing shows first hour. Light air to gentle breeze from E. N.E.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Generally clear. Light breeze from E. N.E. Barometer falling. Received on board the following fresh provisions in the Dept. of Supplies and Accounts, 103 3/4 lbs. meat 83 lbs. bread and 103 3/4 lbs. vegetables. An English Brigantine, and an English steamer came into port.

N. D. Rodman
Ensign U. S. N.

From 8 A.M. to Merid.

Gentle breeze from E. N.E. Fair and pleasant. Mustered crew at quarters at 9.30. Afterwards called all hands and earned at loosing, making and furling sail. By order of Commanding Officer, E. P. Rickett was divided from Quartermaster 1st class to Quartermaster 2nd class for being drunk on board ship and smuggling liquor. Sent three officers to return calls of English Army Officers. Received call from two Officers of the West India Regiment. Received mail on land. Temperature of magazines, 82° 81° forward, 78° 78° aft.

J. R. Green
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle breeze from N.E. blowing stiff in occasional puffs last hour. Instructed Apprentices in heaving the lead. Gunner's gang engaged in overhauling and lubricating the training gear of #4 Mount #4.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Moderate to gentle breeze from N.E. and E. N.E. Fair and pleasant. At 5.50 called all hands and sent down topgallant and royal yards. Unbuck light sails.

J. R. Green
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy to clear. Light passing shows second hour. Dew last two hours. Gentle breeze from E. N.E. and N.E. blowing stiff in squalls second hour.

J. H. Purcell
Lieutenant U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Degree Sky in Miles.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				<i>Ship's head</i>													
1				N E.	N E.		3			30.15	75	76	73	b. c. w.	cum. m. b.	8	
2				"	"		3			30.14	75	76	73	"	"	7	
3				E N E.	"		3-4			30.14	75	76	73	"	"	7	
4				E ash	E. N E.		3			30.13	75	76	73	b. c. d.	"	7	
5				N E. by 4.	"		2			30.14	75	75	73	o. d.	m. b.	0	
6				E N E.	"		2			30.15	74	75	73	"	"	0	
7				N E. by 4.	"		1			30.15	74	75	73	b. c.	"	3	
8				N E. by E.	N E.		1			30.15	76	76	73	"	"	6	
9					"		2			30.21	77	77	74	"	cum.	4	
10					E N E.		3			30.22	79	79	74	"	"	4	
11				N E.	"		3			30.21	80	80	74	"	"	6	
Noon.					"		3			30.20	80	80	74	"	"	3	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1700 "

Coal consumed during the preceding 24 hours,

tons 640 lbs.

Coal remaining on hand at Noon,

85 " 115 "

P. M.																		
1				N E.	E N E.		3			30.18	81	80	74	b. c.	cum. m. b.	4		
2				E by N.	"		4			30.15	81	80	74	"	"	4		
3				E N E.	"		4			30.14	80	80	74	"	"	5		
4				"	"		4			30.14	80	80	74	b. c. p.	cum. m. b.	2		
5				N E.	N E.		2			30.14	78	78	75	"	"	2		
6				E N E.	E N E.		3-5			30.15	76	76	73	b. c. p.	"	2		
7				N E.	"		2			30.15	76	77	74	b. c. p.	"	4		
8				"	"		1			30.16	76	77	74	b. c.	"	7		
9				N E. by E.	"		3			30.19	76	77	74	b. c. p.	"	6		
10				E N E.	"		2			30.20	76	77	74	"	"	6		
11				N E.	"		3			30.19	75	76	73	"	"	6		
Mid.				N E. by E.	"		2			30.17	75	76	73	b. c.	"	7		

under the command of

Commander Louis Kingsley
Tuesday, February 19

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant, except for light spit of rain about 30'clock. Gentle to moderate breeze from N.E. to E.N.E. Barometer falling. Heavy dew.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Gentle breeze to light air from E.N.E. to East. Overcast first two hours with drizzling rain; partly clearing after 6.00. Records on board in Pay Dept. 91 1/4 lb. beef, 103 3/4 lb. vegetables and 15 lb. bread.

J. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair to clear. Light to gentle breeze from N.E. and E.N.E. At 9.00 mustered at quarters. At 9.40 commenced exercises "all hands" crew, topgallant and royal yards and loose sail to a broline. Then furled sail and set down light yards. Afterwards closed light yards and loosed sail. Apprentices undergoing instruction in heaving the lead from 11 to 12 M. Temperature of magazines 81° 81° forward, 70° 70° aft. By order of Commanding Officer, H. Jochumsen was rated from Quartermaster 2 class, to Quartermaster 1 class.

H. Jochumsen
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather fair and pleasant, clouding up with rain toward end of watch. Barometer falling. At 2.00'clock furled sail. Samuel Wood, 13 State, class, was brought to the mast and the specifications for a Summary Court Martial delivered to him. Sent a summoning party ashore.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to clear. Passing showers middle part. Light air to gentle breeze from E.N.E. and N.E. blowing stiff in squalls second hour.

H. Jochumsen
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather fair, except for occasional passing showers. Light to gentle breeze from E.N.E. Barometer falling.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U.S.N. Navigator.

under the command of

Commander Louis Kingsley
Wednesday, February 20

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and pleasant. Gentle E. N.E. breeze.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Gentle to moderate breeze from E. N.E. Gunners gang turned over in the stern "R. & S. No. 49" for cleaning. Received in Ordnance Dept. 5 gallons of boiled linseed oil. Received in Pay Dept. 103 3/4 lbs. fresh beef, 103 3/4 lbs. fresh mutton and 83 lbs. bread.

H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather clear and pleasant. Gentle to moderate breeze from E. N.E. Barometer rising. Samuel Wood, B.M. 1st cl., was released, his term of confinement having expired and was placed under charge of Master at Arms, to await trial by Summary Court Martial. At 9 o'clock sighted the U. S. S. New York, accompanied by the "Cincinnati" and "Calcutta". Exchanged salutes with the flagship. At 9.30 mustered crew at quarters and inspected bags. At 10.15 the Squadron flying the flag of Rear Admiral Mead U. S. Navy, anchored in line abast. At 10.25 the flagship fired a salute of 21 guns, English flag at the fore, which was immediately returned from shore battery gun for gun. The Commanding Officer paid an official visit to the flagship. The following signals were exchanged: Flagship made general signals B 391, 6316, 6318, 3352. U. S. S. Calcutta made long-way signal "Halt steamer leaves for New York, this ship answered: British Prince answered how will be first to sail for New York. Temperature of magazines 82° 81° forenoon; 78° 78° aft.

W. B. Wherry
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle to moderate Easterly to E. N.E. breeze. At 1.30 U. S. New York fired salute of 7 guns U. S. flag at fore. At 3.30 Flagship hoisted Special Signal 2983. Found all crew hammocks to suit. Special liberty men sent ashore. Found out clothing and small stores to crew. At 1.20 a Summary Court Martial of which Lieut. J. B. Miller, U. S. N. was senior member met for the trial of S. Wood (B.M. 1st cl.), adjourning at 2.30 to await action of commanding authority.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant, with light to gentle breeze from E. N.E. Barometer rising. The Commanding Officer of the U. S. S. New York, paid an official visit to this ship.

W. B. Wherry
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light N.E. breeze.

R. D. Tisdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Miller, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.		
A. M.				<i>Ship's head</i>										
1				<i>East</i>	<i>E. N. E.</i>	1	30.20	75	76	73	<i>b. c.</i>	<i>cum.</i>	8	
2				<i>E. by N.</i>	"	2	30.19	75	75	73	"	"	9	
3				<i>N. N. E.</i>	"	1	30.18	75	76	73	"	"	9	
4				<i>East</i>	"	2	30.18	75	75	72	"	"	8	
5				<i>N. E. by E.</i>	"	2	30.19	75	75	72	"	"	8	
6				<i>E. by N.</i>	"	2	30.19	75	75	72	"	"	8	
7				<i>E. N. E.</i>	"	2	30.20	75	75	72	"	"	8	
8				<i>N. E. by N.</i>	"	2	30.20	77	76	72	"	"	8	
9				<i>N. E.</i>	"	2	30.21	79	78	72	"	"	7	
10				<i>E. N. E.</i>	"	3	30.28	80	79	73	"	"	6	
11				"	"	3	30.28	80	79	73	"	"	6	
Noon.				"	"	3	30.25	81	80	73	"	"	7	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	"
Error of the Compass by Azimuth ☉ observed at , ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	"
Water expended during the preceding 24 hours,	700	gallons.
Water <i>received</i> during the preceding 24 hours,	2500	"
Water remaining on hand fit for use at Noon,	2900	"
Coal consumed during the preceding 24 hours,	tons 1200	lbs.
Coal remaining on hand at Noon,	84 " 355 "	"

P. M.														
1				<i>E. N. E.</i>	<i>E. N. E.</i>	3	30.22	81	80	73	<i>b. c.</i>	<i>cir. cum.</i>	8	
2				<i>N. E.</i>	"	3	30.20	81	80	73	"	"	9	
3				<i>N. E. by N.</i>	"	3	30.18	80	80	72	"	"	8	
4				"	"	3	30.18	80	80	72	"	"	8	
5				<i>N. E. by E.</i>	"	3	30.17	80	80	72	"	"	9	
6				<i>N. E.</i>	"	3	30.19	79	79	71	"	"	9	
7				"	"	3	30.20	78	78	71	"	"	9	
8				"	"	3	30.20	76	76	71	"	"	9	
9				<i>N. E. by E.</i>	"	3	30.20	74	75	70	"	"	9	
10				<i>E. N. E.</i>	"	3	30.22	74	75	70	"	"	9	
11				<i>E. by N.</i>	"	3	30.22	74	75	71	"	"	9	
Mid.				<i>East</i>	"	3	30.20	75	75	71	"	"	8	

under the command of

Commander Louis Kingsley
Thursday February 21

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Barometer falling.

Generally clear. Bright starlight. Light breeze from E.N.E.

W. A. Coleman
2^d Ensign U.S.N.

From 4 to 8 A.M.

Weather clear and pleasant, with light breeze from E.N.E. Barometer steady. Scrubbed hammocks. At 7 o'clock Flagship made Uniform signals 6391, 6313, 6316, and 3357.

W. S. Whitley
2^d Lt. Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and pleasant. Gentle breeze from E.N.E. Received in Bay Dept. for issue to crew the following fresh provisions: 103 1/4 lb. beef, 103 1/4 lb. vegetables and 83 lb. bread. The Admiral left the Flagship at 10.35 with his staff and paid an official visit to the English Baracks ashore being received with 21 salutes. At 9.30 water boat of Bridgetown Water Works Co. came alongside from which received 2500 gallons fresh water. At 10.15 had quarter for muster and inspection: exercised apprentices as follows: - Powder division, revolver, 2nd division, single sticks; 3rd division, small arms. Temperature of magazines 81° 81° forward, 70° 78° aft.

R. D. Finsdale
2^d Ensign U.S.N.

From Merid. to 4 P.M.

Partly cloudy and pleasant. Gentle breeze from E.N.E. Barometer falling. At 2 o'clock Major General Commanding English forces visited flagship and at 3 o'clock Governor of Barbados visited flagship and both were received with regular salutes.

W. A. Coleman
2^d Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Gentle E.N.E. breeze.

R. D. Finsdale
2^d Ensign U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Bright starlight. Gentle breeze from E.N.E.

W. A. Coleman
2^d Ensign U.S.N.

J. B. Maitton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Carlisle Bay, Barbados, W. I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Ship's head																		
A. M.																		
1				E by S	N E		2			30.19	74	75	71	b.c.w.	cum.	9		
2				E N E	"		2			30.17	74	75	71	"	"	9		
3				E by N	E. N E		2			30.16	74	75	71	"	"	9		
4				E. N E	"		2			30.16	73	74	70	"	"	9		
5				"	"		2			30.16	73	73	70	"	"	9		
6				"	"		2			30.17	74	74	70	b.c.	"	8		
7				E by N.	E. by N.		2			30.19	77	75	71	"	"	8		
8				E N E	"		3			30.21	79	77	72	"	"	6		
9				E by N.	East		3.5			30.23	79	77	72	"	"	3		
10				E N E	E. N E		3.5			30.25	79	78	73	"	"	3		
11				E. N E	"		3.5			30.25	80	78	73	"	"	4		
Noon.				"	"		3.5			30.25	80	78	73	"	"	4		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

{ Latitude by observations of ☉ " " "

{ Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

tons 560 lbs.

Coal remaining on hand at Noon,

83 " 2035 "

P. M.																		
1				<i>E N E</i>	<i>E. N E</i>		3			30.21	81	80	74		<i>b.c.</i>	<i>cum.</i>	4	
2				<i>E. by S</i>	"		3			30.19	81	80	74		"	"	4	
3				<i>E. N E</i>	"		3			30.18	80	80	76		"	"	4	
4				<i>E. N E</i>	"		4			30.18	80	79	76		"	<i>cum. unit.</i>	4	
5				"	"		4			30.18	79	79	78		"	"	4	
6				"	"		4			30.18	79	79	78		"	"	5	
7				"	"		3			30.20	77	78	74		"	"	5	
8				<i>N E</i>	"		2			30.21	77	78	74		"	"	7	
9				"	"		2			30.20	76	77	75		"	<i>cum.</i>	9	
10				<i>E. by N.</i>	"		4			30.20	76	77	76		<i>b.c.p.</i>	<i>cum. unit.</i>	4	
11				<i>N E</i>	"		3			30.20	76	77	76		<i>b.c.w.</i>	"	5	
Mid.				"	"		2			30.20	76	77	76		"	"	5	

under the command of

Commander Louis Kingsley
Friday, February 22

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.
starlight.

Light breeze from N.E. and E.N.E. Clear and pleasant. Bright

A. R. Green
Lieutenant U.S.N.

From 4 to 8 A. M.

Clear to fair and pleasant. Light E. N.E. breeze. At 7 A. M. flagship made following General Signals # 3352, 6313, 6316, 6391. Received two Pay Dept. following fresh provisions for issue to crew 103 $\frac{3}{4}$ lbs. beef, 16 $\frac{3}{4}$ lbs. vegetables, 83 lbs. bread. Also orders "full dressed ship" in honor of General George Washington's birthday.

R. D. Findale
Ensign U.S.N.

From 8 A. M. to Noon.

Partly cloudy and pleasant. Gentle to stiff breeze from East to E.N.E.

Barometer rising. Sent all boats except steam launch to take part in races from flagship. The volunteer from this ship won first prize in whaling sailing race. At noon the New York Circumnut and Raleigh each fired a National Salute.

N. P. Coleman
Ensign U.S.N.

From Noon to 4 P. M.

Gentle to moderate breeze from E.N.E. Partly cloudy and pleasant. At 1.45 sent 1st cutter and catamaran to flagship to take part in sailing races. 1st cutter won second prize of \$10.00, a cutter from the Raleigh winning first prize of \$20.00. The Essex catamaran won second prize of \$2.00, the New York catamaran winning first of \$4.00. At 2.00 sent a liberty party of men and apprentices on shore. Sent a swimming party at 3.30. At 1.20 flag wing. dragged to Essex. And race boats at 2 o'clock. At 2.55 flag wing. dragged to Essex. Sent chevrons of winning boats on board flagship.

A. R. Green
Lieutenant U.S.N.

From 4 to 8 P. M.

Cloudy and pleasant. Gentle to moderate breeze from E.N.E. Barometer rising. Liberty party of boys returned on board.

N. P. Coleman
Ensign U.S.N.

From 8 P. M. to Midnight.

Light to moderate breeze from E.N.E. Fair and pleasant.

A. R. Green
Lieutenant U.S.N.

J. B. Milton,
Lieutenant U.S.N. *Navigator.*

LOG of the UNITED STATES

Ship *Essex* Third Rate,
At anchor in Carlisle Bay, Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Direction of Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				<i>Ship's head</i>											
1				<i>N. E. by E.</i>	<i>E. N. E.</i>	2		30.18	75	76	75	<i>b.c.</i>	<i>cum. umb.</i>	6	
2				<i>E. N. E.</i>	"	2		30.17	75	76	75	<i>b.c. w.</i>	"	3	
3				<i>N. E.</i>	"	2		30.18	74	76	75	"	"	5	
4				"	"	3.5		30.14	74	75	74	<i>b.c. g.</i>	"	6	
5				"	"	3		30.14	73	75	74	<i>b.c.</i>	"	2	
6				<i>N. N. E.</i>	"	2		30.16	75	75	74	<i>b.c. p.</i>	"	3	
7				<i>N. by W.</i>	"	2		30.17	76	76	74	<i>b.c.</i>	"	3	
8				<i>E. N. E.</i>	"	3		30.20	76	76	74	"	"	3	
9				"	"	3.4		30.25	79	79	77	"	"	5	
10				<i>N. E.</i>	"	4		30.25	80	80	78	"	"	6	
11				<i>E. by N.</i>	"	4		30.26	81	81	79	"	"	4	
Noon.				<i>E. by S.</i>	<i>East</i>	4		30.24	81	81	79	"	"	3	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 3 A. M. Latitude by	0	"
Longitude by	0	"
Position at 3 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	"
Error of the Compass by Azimuth ☉ observed at , ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	"

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1900 "

Coal consumed during the preceding 24 hours,

tons 1280 lbs.

Coal remaining on hand at Noon,

83 " 755 "

P. M.															
1				<i>E. by N.</i>	<i>E. N. E.</i>	4		30.22	82	81	74	<i>b.c.</i>	<i>cum.</i>	5	
2				<i>E. N. E.</i>	"	4		30.20	82	81	74	"	"	6	
3				"	"	4		30.18	81	80	73	"	"	6	
4				"	"	4		30.16	81	80	72	"	"	7	
5				"	"	4		30.18	80	80	72	"	"	7	
6				"	"	4		30.17	79	79	72	"	"	6	
7				"	"	3		30.17	79	78	73	"	"	7	
8				"	"	2		30.20	78	78	73	"	"	9	
9				"	"	2		30.22	77	77	73	"	"	8	
10				"	"	2		30.22	77	77	72	"	"	7	
11				"	"	3		30.21	77	78	73	"	"	8	
Mid.				"	"	3		30.21	76	77	72	"	"	6	

under the command of

Commander Louis Kingsley
Saturday, February 23

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light to gentle breeze from E. N.E. blowing stiff in occasional squalls.

H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy and generally pleasant. Light to gentle breeze from E. N.E. At 7 o'clock flagship made uniform signals. At 6 o'clock 4 Royal Mail Steamers and one other steamer came in. Received in Bay Dept. 103 3/4 lb fresh beef, 103 3/4 lb fresh vegetables and 53 lb. bread.

N. A. Colman
Surgeon U.S.N.

From 8 A.M. to Merid.

Gentle to moderate breeze from E. N.E. and East. Partly cloudy and pleasant. Temperature of magazines 83°-81° forward, 79°-79° aft. L. Waff (C.P.) returned from leave.

J. R. Brown
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear. Moderate breeze from E. N.E. At 10 o'clock called all hands to muster and read sentence of Summary Court Martial in the case of Samuel Wood B.M. 1cl. U.S.N. The Court sentenced Samuel Wood B.M. 1cl. U.S.N. to be reduced to rank inferior rating, viz: B.M. 2 cl., to perform extra police duties for two months and in addition to lose two months pay amounting to (\$84.00) eighty four dollars. This sentence was approved by the commanding authority, Rear Admiral R. A. Meade U.S.N., the Senior Officer present, approved the sentence but reduced the loss of pay to one month amounting to (\$42.00) forty two dollars. That part of the sentence involving loss of pay was referred to the Secretary of the Navy for his approval. By order of Commanding Officer, Samuel Wood was released from confinement and restored to duty. By the same authority J. M. Victor 3rd cl. was reduced in rating to Victor 3rd class, for coming on board tight and being unfit for duty.

H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Moderate to light breeze from E. N.E. Fair and pleasant. Sub visiting parties to the "New York" and the "Cincinnati".

J. R. Brown
Lieutenant U.S.N.

From 8 P.M. to Merid.

Clear. Light to gentle breeze from E. N.E. Visiting party returned from the "New York" and "Cincinnati".

H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Meiston,
Lieutenant U.S.N. Navigator.

under the command of

Commander Louis Kingsley
Sunday February 24

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Barometer falling.

Weather clear and pleasant, with gentle breeze from E. N.E.

W. B. Whittelsey
Lieutenant U. S. N.

From 4 to 8 A.M.

Light to gentle breeze from E. N.E. to East. Fair and pleasant. Flag made following general signals at 7.00: 6374 6312, 6316, 6318 and 3352. Received mail Pay Dept. 103 $\frac{3}{4}$ lbs. fresh beef, 103 $\frac{1}{4}$ lbs. fresh vegetables, and 83 lbs. bread.

A. R. Beck
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Gentle to moderate breeze from East. At 9.15 sent Catholic Church party to service on board the "New York". At 9.30 mustered at quarters. Commanding Officer inspected ship and crew and then held Divine Service. Church party returned from "New York" about 11.20 A.M.

J. L. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair, with moderate breeze from East to E. by S. Barometer falling. Sent swimming party ashore.

W. B. Whittelsey
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Light to moderate breeze from E. N.E. and E. by N. Swimming party returned to ship.

J. L. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear and pleasant, with light air to light breeze from E. N.E. Barometer rising.

W. B. Whittelsey
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in Carlisle Bay, Barbados, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction, Force, & State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 5 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				Ship's head.											
1				N.E. by E.	E. N.E.	2		30.19	77	77	73		b.c.	cum. str.	6
2				E. N.E.	"	2.4		30.16	76	76	72		b.c. q. p.	cum. str.	4
3				N.E. by E.	"	3		30.15	76	77	73		b.c. q.	"	6
4				"	"	3		30.15	76	77	73		b.c.	"	4
5				E. by N.	"	3.5		30.16	76	76	72		b.c. q. p.	"	4
6				N.E.	"	4		30.16	75	76	72		b.c.	"	3
7				"	"	4		30.18	75	75	71		"	"	4
8				E. N.E.	"	4.5		30.20	77	77	74		b.c. q. p.	"	4
9				N.E.	"	4		30.25	78	78	74		b.c.	"	4
10				E. N.E.	"	4.5		30.26	81	79	74		b.c. q.	"	5
11				E. by N.	East	5		30.27	82	82	73		"	"	5
Noon.				East.	"	4.5		30.25	82	83	74		"	"	4

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 3 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 3 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	, ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	, ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

950 "

Coal consumed during the preceding 24 hours,

tons 1360 lbs.

Coal remaining on hand at Noon,

82 " 1075 " "

P. M.															
1				East	East	3.4		30.22	79	81	75		b.c. q. p.	cum. str.	3
2				E. by E.	E. by E.	3.4		30.20	81	81	74		b.c. q.	"	4
3				E.	"	2.4		30.18	79	80	75		b.c. q. p.	"	2
4				East	East	2.4		30.18	78	79	74		"	"	2
5				E. by N.	E. by N.	3		30.18	77	78	73		"	"	2
6				E. by E.	E. by E.	3.5		30.17	76	77	72		"	"	2
7				East	"	3		30.19	76	77	73		"	"	2
8				"	"	2		30.19	76	77	73		b.c.	"	6
9				E. by E.	"	2		30.21	76	77	73		"	"	9
10				"	"	2		30.22	76	77	73		"	"	6
11				"	"	2		30.22	77	78	73		"	"	7
Mid.				"	"	3		30.21	76	77	72		"	"	6

under the command of

Commander Louis Kingsley
Monday, February 25

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Generally fair and pleasant. Light rain squall at end of first hour. Light to moderate puffy E. & Ely. breeze.

R. D. Fisdale
Ensign U. S. N.

From 4 to 8 A. M.

Clear. Gentle to moderate breeze from E. N. E. blowing stiff in occasional squalls and light passing showers. Received in Dept. of Supplies and Accounts 100 1/4 lbs. each of fresh vegetables and beef and 83 lbs. of fresh bread.

H. Purcell
Lieutenant U. S. N.

From 8 A. M. to Merid.

Weather fair. Moderate to stiff breeze from E. N. E. to East. Barometer rising. At 9.30 mustered crew at quarters, finding J. D. Nicholson, C. Mate 3d, absent without leave. At 9.45 made Interrogatory signal 4390; permission being granted from the Flagship, earned the crew at sails and spars. The U. S. F. Cincinnati paid an official visit to this ship. The U. S. F. Raleigh made sig. and signal; please send our druggist back. At 11.30 made Interrogatory signal 2984; permission was granted by Flagship to pipe down dark clothes. Dressed 4" R. B. Gun No. 47 in its slings for cleaning. Temperature of magazines 82° 82° forward, 79° 79° aft.

W. B. Whiteley
Lieutenant U. S. N.

From Merid. to 4 P. M.

Generally cloudy. Gentle breezes and moderate wind and rain squalls from East to E. S. E. Carrieds apparatus of both watches in heaving lead and light yard men in loosening and furling rigging and topgallant sails.

R. D. Fisdale
Ensign U. S. N.

From 4 to 8 P. M.

Weather cloudy with passing rain squalls. Light to moderate breeze from Ely. to E. S. E. J. D. Nicholson (C. Mate 3d) returned on board 11 hours overtime. The three Royal Mail steamers left the harbor.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P. M. to Midnight

Clear to fair and pleasant. Light Ely. breeze.

R. D. Fisdale
Ensign U. S. N.

Examined and found to be correct.

J. R. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in *Carlisle Bay, Barbados, W. I.*

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				<i>Ship's head</i>											
1				East	East	3		30.20	76	77	73	b.c.w.	cum.amb.	6	
2						3		30.17	76	77	74	"	"	5	
3				E. N. E.	E. N. E.	2		30.15	76	77	73	"	"	6	
4				East	"	3		30.15	76	77	73	"	"	6	
5				E. by S.	E. by W.	4		30.15	75	76	73	b.c.p.	"	3	
6				East	"	4		30.16	75	76	73	"	"	3	
7				"	"	3.4		30.18	76	76	73	"	"	8	
8				"	East.	3.4		30.20	78	77	73	b.c.	"	4	
9				E. S. E.	E. S. E.	3.4		30.25	80	79	73	b.c.g.	"	6	
10				"	"	3.4		30.25	81	80	73	"	"	6	
11				"	"	3.4		30.25	82	81	74	"	"	6	
Noon.				"	"	3.4		30.24	81	81	74	"	"	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water *received* during the preceding 24 hours,

2310 "

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

tons 480 lbs.

Coal remaining on hand at Noon,

82 " 595 "

P. M.															
1		S. E.	S. E.	3.4	30.17	81	82	75	b.c.	cum.	7				
2		"	"	3	30.16	81	82	76	"	"	4				
3		S. S. E.	"	3	30.14	82	82	75	"	"	5				
4		S. E.	"	3	30.13	82	82	75	"	"	4				
5		"	"	3	30.15	81	81	74	"	circum.	7				
6		S. E. by S.	"	2	30.16	79	80	75	"	"	9				
7		"	"	2	30.16	78	79	75	"	"	8				
8		E. N. E.	"	2	30.17	77	79	75	"	"	9				
9		N. N. E.	"	1	30.17	77	78	75	"	"	9				
10		"	"	1	30.18	76	78	75	"	"	9				
11		"	"	1	30.18	76	78	75	"	"	9				
Mid.		"	"	1	30.18	75	77	74	"	"	8				

under the command of

Commander Louis Kingsley
Tuesday, February 26

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy with light passing showers of rain. Gentle to light breeze from East to E. S. E. Barometer falling.

N. A. Coleman
Lieut. Ensign U. S. N.

From 4 to 8 A.M.

Weather cloudy with passing rain squalls, clearing toward end of watch. Gentle to moderate breeze from E. by S. to East. Barometer rising. At 6.15 two steamers came in to the harbor one with the American Mail flag flying. At 7.0 clock the Flagship made Time and Uniform signals 6391, 6313, 6316, and 3367. Flagship made wig-wag signal. Mails for U. S. will close at 10.45. At 7.40 made Intergatory signal 5455. Flagship answered 'You'. At 8.0 clock moved sail to a huckline. Received in Bay Dept. 103 $\frac{1}{4}$ lbs. of fresh beef, 103 $\frac{3}{4}$ lbs. of fresh vegetables and 83 lbs. of bread.

W. B. Whiteley
Lieut. Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Gentle to moderate E. S. E. breeze in squalls. At 8.0 water boat of Bridgetown Water Works Co. came alongside from which received 2370 gallons of fresh water. At 9.30 had quarters for muster and inspection. Hoisted General signal, Intergatory 4390, to which Flagship New York answered 'You'. Carried crew in shortening and furling sail, and down light yards and set back light sails. Received official wires from the Ward Room office of the U. S. S. New York and U. S. S. Albatross. Broke out of torpedo room. Ordnance Store and material. The Ordnance Officer inspecting same and torpedo room. Temperature of magazines 82° 81° forward, 80° 79° aft.

A. D. Tisdale
Lieut. Ensign U. S. N.

From Merid. to 4 P.M.

Clear and warm. Gentle to moderate breeze from S. E. Barometer falling. Made the following signals: At 12.45 permission to pipe down scrub and wash clothes; 1.05 permission to exercise royal yards. From 1.15 to 1.45 exercised all hands up and down light yards. From 2.00 to 3.00 P.M. exercised apparatus heaving lead. And both magazines. Ordnance Officer inspected magazines. Brought on deck and compared magazine hygrometers. Difference between wet and dry bulb, deck hygrometer, 7°; forward hygrometer, 7°; after hygrometer, 5°.

N. A. Coleman
Lieut. Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light S. E. breeze. At 6.0 clock made General signal, Intergatory 9140, Flagship answered 'You'; and at sunset exercised crew standing down topgallant masts.

A. D. Tisdale
Lieut. Ensign U. S. N.

From 8 P.M. to Mid.

Weather clear and pleasant, with light air from S. E. Barometer rising. At 9.0 clock a steamer came in from the S. E. and E. D.

W. B. Whiteley
Lieut. Lieutenant U. S. N.

Examined and found to be correct.

J. B. Meillon, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Wednesday, February 27

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light air to light breeze from E. S.E. Clear with heavy dew. Bright starlight.

A. S. Black
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and pleasant. Light Easterly air. At 7 A.M. Flagship made uniform signals # 6313, 6316, 6391, and 3357. At 7.45 made General signal Interrogatory # 6141. Flagship answered Yes, and 7.55 sent up topgallant masts. Recelord in Pal. Dept. for issue to crew following fresh provisions 103³/₄ lbs. vegetables, 103³/₄ lbs. beef and 53 lbs. bread. Two English merchant steamers came in harbor.

R. D. Finkle
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy with light passing showers. Light breeze from E. S.E. to S. S.E. Barometer falling. At 9.30 Mustered at quarters and carried at order drill until 10.45. At 11 o'clock started inspecting bags. Bent light sails and crossed light yards. At 9 o'clock A. Foster, App. School, was confined in double irons for three days, by order of Commanding Officer for petty thieving. Temperature of magazines 32°-50° forward, 30°-33° aft.

N. D. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Calm first half. Light air to light breeze from S.E. by S. and S. S.E. Cloudy and rainy. Suspended drills and inspection of clothing on account of rain. Wardroom Officers returned call of Captain and Wardroom Officers of U.S.S. Cincinnati. Sent appetites to Government landing for a swim.

A. S. Black
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Light air to light breeze from S. S.E.

N. D. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Light air from N.E. Clear and pleasant. Bright starlight.

A. S. Black
Lieutenant U.S.N.

J. B. McIlton, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship *Essex*

Third Rate,

At anchor in Carlisle Bay, Barbados *V.I.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Wind, by fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Ship's head															
A. M.															
1				East	E. N. E.	3		30.11	74	75	74	b.c.	cum. mist.	6	
2				N. E.	"	3		30.09	74	75	74	"	"	5	
3				"	"	3		30.07	74	75	74	"	"	5	
4				"	"	2		30.05	74	74	73	"	"	7	
5				"	"	2		30.05	74	74	72	"	"	6	
6				N. E. by E.	"	2		30.07	74	74	72	"	"	3	
7				N. E. by N.	"	2-3		30.09	75	74	72	"	"	2	
8				"	"	2		30.12	76	75	73	"	"	2	
9				E. N. E.	"	2		30.16	79	77	73	"	"	3	
10				N. E. by N.	"	1		30.15	80	79	75	"	"	2	
11				N. E. by E.	"	1		30.17	80	79	75	"	"	2	
Noon.				N. by E.	N. by N.	1		30.13	79	79	77	b.c.p.	"	1	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2000 "

Coal consumed during the preceding 24 hours,

tons 480 lbs.

Coal remaining on hand at Noon,

82 " 115 "

P. M.															
1			N. by E.	N. by N.	2	30.12	80	80	76	b.c.	cum. mist.	2			
2			N. by N.	N. by N.	2	30.10	79	80	75	"	"	2			
3			West	"	2	30.08	80	80	75	"	"	1			
4			N. by E.	N. N. E.	2	30.09	79	80	76	b.c.p.	"	1			
5			East	E. N. E.	1	30.09	78	79	75	b.c.	"	3			
6			E. by S.	East	1	30.09	76	77	74	"	"	4			
7			N. N. E.	Calms	0	30.12	77	77	74	"	"	5			
8			"	"	0	30.12	76	76	74	"	"	4			
9			"	N. E.	1	30.14	76	76	74	"	"	5			
10			N. by E.	"	1	30.15	76	76	74	"	"	5			
11			"	"	1	30.17	77	77	75	"	"	4			
Mid.			E. by S.	East	1	30.16	76	76	74	"	"	5			

under the command of

Commander Louis Kingsley
Thursday, February 28

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light to gentle breeze from E. N.E. Barometer falling.

H. Purcell

1st Lieutenant U.S.N.

From 4 to 8 A.M.

Generally cloudy. Light to gentle breeze from E. N.E. Barometer rising. Made uniform signals. First Flagship at 7 o'clock. At 7.36 made Interrogatory 5455. Flagship granted permission. At 8 o'clock hoisted sail to a huzzah as a color evolved. Received in Bay Dept. 103 3/4 lbs. fresh beef, 103 3/4 lbs. fresh vegetables and 83 lbs. bread.

N. A. Coleman
Ensign U.S.N.

From 8 A.M. to Merid.

Light breeze to light air hauling from E. N.E. to N. by N. Cloudy with light rain shown last hour. Mustard dew at quarters at 9.30 and exercised at divisional drill. Powder, 1st and 2nd Divisions at small arms; 3rd Division at single sticks. Flushed and cleaned bilge. Making preparations for sea. The Surgeon got a bill of health. The following signal was made: At 11.00 Essex to Flag. Interrogatory 2484. Flag answered Affirmative. Temperature of magazines 82° 80° forward, 82° 80° aft.

Geo. R. Beach
1st Lieutenant U.S.N.

From Merid. to 4 P.M.

Cloudy. Passing shown last hour. Light breeze from N. by N. to N. N.E. At 3.30 the New York, Raleigh and Circinnatic of the North Atlantic Squadron got underway passed out of port bound for Trinidad. Essex made International Signal B. C. P. to the fleet. Answered 'Thanks' by Flagship. Made preparations for sea.

H. Purcell

1st Lieutenant U.S.N.

From 4 to 8 P.M.

Light air from E. N.E. and East, calm last two hours. Partly cloudy. Bunted sail at 4.30.

Geo. R. Beach
1st Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear. Light air from N.E. and East.

H. Purcell

1st Lieutenant U.S.N.

Approved

Louis Kingsley
Commander U.S.N. Commanding

J. B. Miller
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third Rate,*
At anchor in Carlisle Bay, Barbados, W. I. and making passage to St. Pierre, Martinique.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.				
Ship's head.																	
A. M.																	
1				E N E	N E.		1			30.15	75	76	74	b.c.	cum.	7	
2				E by S	"		1			30.14	75	76	74	"	"	7	
3				"	"		1			30.13	75	75	73	"	"	7	
4				"	"		1			30.13	75	75	73	"	"	7	
5				N E. by E	"		1			30.14	74	74	72	"	"	7	
6					E. N E.		1			30.15	74	75	73	"	"	7	
7				N E. by N.			1			30.16	74	75	73	"	"	7	
8				N E.	"		1			30.18	74	74	72	b.c.d.	"	1	
9				S E. by S.	Calm		0			30.22	77	76	74	b.c.	"	2	
10				S E.	"		0			30.25	78	77	75	b.c.p.	"	3	
11				S E. by E.	S E. by E.		2			30.26	79	79	76	"	"	3	
Noon.				S E.	"		2			30.23	80	80	77	b.c.	"	3	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "
 Longitude by D. R. " " "
 Latitude by observations of ☉ " " "
 Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. { Latitude by " " "
 Longitude by " " "

Position at 8 P. M. { Latitude by *D. R. from Departure* *12° 51' N.*
 Longitude by *D. R. from Departure* *59° 40' W.*

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, *450* gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, *1550* "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, *82° 115°* "

P. M.																		
1				<i>E. S. E.</i>	<i>S E.</i>	<i>1-2</i>				<i>30.18</i>	<i>80</i>	<i>80</i>	<i>75</i>		<i>b.c.p.</i>	<i>cum. num.</i>	<i>1</i>	
2				<i>S E.</i>		<i>2</i>				<i>30.18</i>	<i>80</i>	<i>79</i>	<i>75</i>		"	"	<i>1</i>	
3				"		<i>2</i>				<i>30.17</i>	<i>80</i>	<i>80</i>	<i>75</i>		<i>b.c.</i>	"	<i>3</i>	
4			<i>69.5</i>	"		<i>2</i>				<i>30.19</i>	<i>80</i>	<i>80</i>	<i>75</i>		"	"	<i>4</i>	
5	<i>2</i>	<i>7</i>	<i>72.8</i>	<i>S S W. 1/2 W.</i>	"	<i>2 3 2</i>	<i>1</i>			<i>30.19</i>	<i>78</i>	<i>79</i>	<i>75</i>	<i>80</i>	"	"	<i>5</i>	<i>S.</i>
6	<i>4</i>	<i>2</i>	<i>77.0</i>	<i>S 1/2 W.</i>	<i>E S E.</i>	<i>3 2</i>	<i>1</i>			<i>30.20</i>	<i>78</i>	<i>79</i>	<i>74</i>	<i>80</i>	"	"	<i>4</i>	"
7	<i>3</i>	<i>7</i>	<i>80.7</i>	<i>South</i>	"	<i>3 2</i>	<i>1/2</i>			<i>30.22</i>	<i>78</i>	<i>79</i>	<i>74</i>	<i>80</i>	"	"	<i>5</i>	"
8	<i>4</i>	<i>3</i>	<i>85.0</i>	<i>S 3/4 E.</i>	<i>E by S.</i>	<i>3 4 3</i>	<i>3/4</i>			<i>30.23</i>	<i>78</i>	<i>78</i>	<i>74</i>	<i>80</i>	"	"	<i>5</i>	"
9	<i>4</i>	<i>5</i>	<i>89.5</i>	<i>S by E</i>	<i>E. S. E.</i>	<i>4 5 3</i>	<i>3/4</i>			<i>30.23</i>	<i>78</i>	<i>78</i>	<i>74</i>	<i>80</i>	"	"	<i>5</i>	"
10	<i>4</i>	<i>7</i>	<i>94.2</i>	"	"	<i>4 5 3</i>	<i>3/4</i>			<i>30.25</i>	<i>77</i>	<i>77</i>	<i>73</i>	<i>80</i>	<i>b.c.p.</i>	"	<i>7</i>	"
11	<i>4</i>	<i>7</i>	<i>98.9</i>	<i>S by E 1/2 E.</i>	<i>E. by N.</i>	<i>4 5 3</i>	<i>3/4</i>			<i>30.26</i>	<i>77</i>	<i>77</i>	<i>73</i>	<i>80</i>	<i>b.c.</i>	"	<i>8</i>	"
Mid.	<i>4</i>	<i>9</i>	<i>4.0</i>	"	"	<i>4 5 3</i>	<i>3/4</i>			<i>30.26</i>	<i>77</i>	<i>77</i>	<i>73</i>	<i>80</i>	"	"	<i>8</i>	"

under the command of

Commander Louis Kingsley
Friday, March 1

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

falling.

Weather clear and pleasant, with light air from N.E. Barometer

W.B. Huxley
Lieutenant U.S.N.

From 4 to 8 A.M.

part of last hour.

Light air from N.E. and E.N.E. Cloudy. Light drizzling rain during

J. R. Pearson
Lieutenant U.S.N.

From 8 A.M. to Noon.

Partly cloudy. Passing showers. Calm followed by light breeze from S.E. by E. At 9.30 mustered at quarters. At 9.57 rounded to Mutual Quarters, Divisions reported ready as follows: 1st Division 9.58.30; Forward Party 9.58.30; Navigators Division 9.59.25; 2nd Division 9.59.30; 3rd Division 9.59.30; and After Under Division 9.59.35. At 10.07 commenced exercises. Opened rapid fire for 1 minute, 30 seconds. Number each of shots ready in one minute and a half for each Division as follows: 1st Division, 6, each gun; 2nd Division, 5, each broadside; 2 port; 3rd Division, 4, each gun. Second at 10.33. At 10.38 rang fire ball. First stream of water from main fore pump in 2 minutes, 5 seconds; Second stream from forecaltle pump in 2 minutes, 35 seconds; 3rd stream from deck fore pump in 2 minutes, 50 seconds; 4th stream from topgallant forecaltle pump in 3 minutes, 15 seconds. Second at 10.46. By order of Commanding Officer placed J. J. Griffiths, Apothecary, in 5 days solitary confinement, bread and water, for being disrespectful to the Executive Officer and for being under the influence of smuggled liquor on board ship. Sorted smoke stack and started fire under boilers C. and D. at 11.30. Temperature of magazine 81° 50' forward, 80° 77' aft.

H. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather cloudy with passing showers clearing a little toward end of watch. Light air to light breeze from S.E. At 3.15 turned engine over. Crew called all hands 'Up anchor', making all plain sail to signals, except mainsail, when in to 20 fathoms. At 3.45 got under way, under sail alone, casting to starboard and stood out of harbor, the Commanding Officer and Navigator being on deck. Draft of ship 13 feet, 5 inches forward, 16 feet 5 inches aft. Life buoy was tested before getting underway and found to be in good condition. At end of watch standing out of harbor under plain sail to signals, except mainsail.

W.B. Huxley
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle breeze from S.E. to E. by S. By the wind on the port tack, making course from S.W. by N. to S. by E. At 4.10 took departure. Breakdown (first light hour) and Signal Station on vapor having E. S.E. 1/2 E. (p.c) and Refinery Chimney N.E. by E. 1/2 E. (p.c) Ship's head S.W. by S.; put new patent log reading 69.5. At 6.20 took in royals and at 6.30 flying jib setting for topsail stay sail. At end of watch Breakdown Pt. Light bore about N.E. by E. At 4.30 commenced distilling using boiler D, allowing fire to die out under boiler C.

R. F. Fisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Partly cloudy with light passing squalls of rain. Moderate to stiff breeze from East to E. by N. At 9.30 took in topgallant sails. At end of watch under plain sail to topsails (except mainsail) with main topsail heading S.E., close hauled on port tack. Distilling with banked fire under boiler D.

N. D. Colman
Ensign U.S.N.

Examined and found to be correct.

J. B. Mylton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Barbados, W. I. to Martinique, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Dry, Clear Sky, in fath.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	53	7																
1	4	9	8.9	S. by E.	East.		4	2	3/4	30.25	77	78	74	80	b.c.	cum.	9	5
2	4	2	13.1	S. by E. 3/4 E.	E. by S.		4	2	3/4	30.25	77	78	74	79	"	"	9	"
3	4	0	17.1	"	"		4	2	3/4	30.22	78	78	74	79	b.	me.	10	"
4	3	0	20.1	North	"		4	2	3/4	30.24	78	78	74	79	b.c.	cum.	9	"
5	3	2	23.3	"	"		3-4	2	1/2	30.24	78	77	74	79	b.c.g.	"	6	"
6	4	4	27.7	N 3/4 W.	E. N.E.		4	3	1/2	30.25	78	77	74	79	b.c.	"	7	"
7	5	8	33.5	N by W 3/4 W.	N.E. by E.		4	3	1/2	30.28	78	78	75	79	"	cir. cum.	6	"
8	4	9	38.4	S. by W.	E. N.E.		4	3	1/2	30.30	78	78	76	79	"	"	7	"
9	5	3	43.7	"	"		4	3	1/2	30.34	79	79	75	79	"	"	7	"
10	3	4	47.1	"	"		4	3	1/2	30.35	79	79	74	79	"	"	6	"
11	5	0	52.1	"	"		4	3	1/2	30.36	79	79	73	80	"	"	6	"
Noon.	5	3	57.4	North	E. by N.		4	3	1/2	30.36	79	79	73	80	"	"	5	"

§ 7. Distance run by Patent Log, *signature*

Course and distance made good since preceding noon by observations, *S. W.*

12 knots. tenths.

Position at Noon:	Latitude by D. R.	12 58' N "
	Longitude by D. R.	59 046' W "
	Latitude by observations of ☉	13 001' N "
	Longitude by chronometer from Forenoon Observations of ☉	59 054' W "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	12 043' N "
	Longitude by <i>Observation</i>	59 049' W "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	12 028' N "
	Longitude by <i>Chronometer from Afternoon Observations</i>	59 044' W "

Current during the time, 8 knots tenths per hour, setting to the *W. N. W.*

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 2 31' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *N. by W.* variation used, 0 40' W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 " "

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 278 "

Water remaining on hand fit for use at Noon, 1378 "

Coal consumed during the preceding 24 hours, 1 tons 1360 lbs.

Coal remaining on hand at Noon, 80 " 995 "

P. M.	3	1	60.5	N. by E. 1/2 E.	E. by S.	4	4	1/2	30.34	81	80	75	80	b.c.	cir. cum.	5	5
1	1	7	62.2	S. by W.	E. by S.	4	4	1	30.32	80	80	75	80	"	"	7	"
2	5	3	67.5	S. by E.	E. by S.	4	4	1	30.30	80	80	76	80	"	"	7	"
3	5	3	72.8	S. by E. 1/2 E.	E. by S.	4	4	3/4	30.29	79	81	76	80	"	"	4	"
4	5	7	78.5	S. by E. 1/2 E.	"	4-5	4	1	30.30	79	80	75	80	"	"	5	"
5	6	0	84.5	S. by S.	E. N.E.	4-5	4	1	30.30	79	80	75	80	"	"	5	"
6	5	4	89.9	S. by E. 1/2 E.	"	4-5	3	1	30.29	79	80	75	80	"	"	9	"
7	4	9	94.8	S. by E. 1/4 E.	"	4-5	3	1	30.29	79	79	75	80	"	"	7	"
8	5	1	99.9	S. by S.	"	4-6	3	1	30.29	79	79	75	80	"	"	7	"
9	4	9	4.8	S. by E. 1/2 S.	"	5	3	3/4	30.31	78	79	74	79	"	"	7	"
10	4	4	8.2	S. E.	N. E. by E.	5	3	3/4	30.33	78	79	74	79	"	"	7	"
11	4	6	13.8	"	"	5	4	3/4	30.34	78	79	74	79	"	"	6	"
Mid.	4	2	18.0	"	"	5	4	3/4	30.32	78	79	74	79	"	cum. cum.	5	"

under the command of

Commander Louis Kingsley
Saturday, March 2

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from East and E. by N. Clear and pleasant. Bright starlight. Pull and by on port tack. Until 3.00, then won ship and brought by the wind on starboard tack heading North. Under jib for topmast stay-sail, main-try-sail and spanker, topsails and fore-sail. At 3.30 stopped distilling on account of a break in the circulating pump. Banked fires under boiler D.

Geo. R. Clark
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Gentle to moderate breeze from E. by N. to N.E. by E. Equally fine sky. By the wind on starboard tack, under same sail as in preceding watch, with the addition of topgallant sails set at 5.00 clock. Banked fires under boiler D. Apprentices at the wheel. At 7.30 sighted Barbados Island bearing N. 66° 1/4 E. (Right tangent).

W. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant with moderate breeze from E. N.E. to E. by N. Barometer rising. At 11.15 commenced distilling. A. Kerdes App. 308. was released by order of Commanding Officer his three of confinement having expired. Avoided Barbados Island in sight on starboard bow. Ship under sail alone, standing close hauled on the starboard tack. Temperature of magazines 82°-86° forward, 79°-78° aft.

W. H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Generally fair and pleasant. Moderate Easterly breeze. By the wind on starboard tack until 12.30 when won ship, hauling by the wind on port tack. At 12.30 took in main-try-sail and at 1.00 set single reefed main-sail. Distilling; banked fires under boiler D. At end of watch Barbados, broad off port quarter. Moderate sea.

R. S. Tisdale
Ensign U. S. N.

From 4 to 8 P.M.

Slightly hazy. Moderate to stiff breeze from E. N.E. Barometer falling. At 5.30 took in topgallant sails. At end of watch under plain sail to topsails heading S.E. by E. by the wind on port tack. Distilling. Detected magazine flock cocks and found them in working order. Advance Officer inspected magazines.

N. A. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Stiff breeze from E. N.E. and N.E. by E. Fair and pleasant. Moon set at 10.45. Close hauled on port tack under for topmast stay-sail and plain sail to topsails except a single reef in main-sail. Distilling with fires banked under boiler D.

Geo. R. Clark
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex Third Rate,
Making passage from Barbados, W. I. to Martinique, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	60	6																	
1	3	9	21.9	SE 1/4 E.	NE.	3-4	4	1	30.32	78	78	74	79	b.c.	cumul.	6	S.		
2	4	2	26.2	SE 1/4 S.	"	3-4	4	1	30.30	78	78	73	79	"	"	4	"		
3	3	8	30.0	SE 1/2 S.	NE. by E.	3-4	4	1	30.30	78	78	73	78	"	"	6	"		
4	2	6	32.6	"	"	3	4	1	30.28	78	78	73	78	"	"	6	"		
5	3	0	36.6	SE. by S.	E. by N.	3	4	1	30.28	77	78	73	79	"	"	6	"		
6	3	3	38.9	"	"	3	4	1	30.28	77	78	74	79	"	"	6	"		
7	4	8	43.7	S. SE.	"	4	4	1	30.30	78	78	73	79	"	circum.	6	"		
8	5	3	49.0	"	"	4	4	1	30.33	78	78	74	79	"	"	5	"		
9	4	7	53.7	SE 1/2 E.	"	4	4	1	30.35	80	79	74	79	"	"	4	M.		
10	4	9	58.6	S. SE.	"	4	4	1	30.35	79	80	74	79	"	"	4	"		
11	4	9	63.5	SE 1/2 E.	"	4	4	1	30.35	80	81	75	80	"	"	5	"		
Noon.	4	5	68.0	SE. by S.	"	4	4	1	30.33	80	82	76	80	"	"	5	"		

110.5 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, S. by E 1/4 E. 85 knots. tenths.

Position at Noon:	Latitude by D. R.	11° 28' N. "
	Longitude by D. R.	59° 14' W. "
	Latitude by observations of ☉	11° 35' N. "
	Longitude by chronometer from Forenoon Observations of ☉	59° 23' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	11° 53' N. "
	Longitude by observation ☉	59° 29' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	11° 26' N. "
	Longitude by Chronometer from Afternoon observation ☉	59° 26' W. "

Current during the time, 11 knots tenths per hour, setting to the NW 1/2 N.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head SE 3/4 S.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head SE 3/4 S.

Error of the Compass by Azimuth ☉ observed at , ship's head , variation used, 0° 30' N.

Deviation of the Compass by Azimuth ☉ observed at , ship's head , variation used, 0°

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 300 "

Water remaining on hand fit for use at Noon, 1278 "

Coal consumed during the preceding 24 hours, 1 tons 480 lbs.

Coal remaining on hand at Noon, 79 " 515 "

P. M.																			
1	3	7	71.7	SE 1/2 E.	E. by N.	4	3	1	30.30	80	82	76	80	b.c.	circum.	7	M.		
2	3	6	75.3	S. SE.	"	3	3	1	30.27	80	82	76	80	"	"	6	"		
3	3	1	78.4	SE 1/2 E.	"	3	3	1	30.27	80	81	75	80	"	"	6	"		
4	3	9	82.3	"	"	3	3	1	30.27	80	81	75	80	"	"	4	"		
5	3	3	85.9	SE. by S.	E. NE.	3	3	1	30.27	80	82	76	80	"	"	5	"		
6	2	6	88.4	N. by N. 1/2 N.	"	1-3	0	1	30.26	78	78	74	80	b.c.p.	numb.	4	"		
7	2	7	90.2	N. 1/2 N.	"	2	0	1	30.27	78	78	74	80	b.c.	"	6	"		
8	3	7	93.9	N. 1/2 N.	NE.	3	3	1	30.27	78	78	74	80	b.c.p.	"	6	"		
9	4	6	98.5	N. by N. 1/2 N.	E. NE.	4	4	1	30.27	79	79	74	80	b.c.	circum.	7	b.		
10	5	2	3.7	"	"	4	4	1	30.28	79	79	74	80	"	"	7	"		
11	5	1	8.8	"	"	4	4	1	30.29	78	78	73	79	"	"	6	"		
Mid.	5	0	13.8	N. by N.	"	4	4	1	30.28	78	78	73	79	b.c.p.	numb.	5	"		

under the command of

Commander Louis Kingsley
Sunday, March 3

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle to moderate breeze from N.E. and N.E. by E. By the wind on port tack under same sail as in preceding watch. Distilling, using boiler D. Apprentices at the wheel.

J. H. Russell
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather fair. Gentle to moderate breeze from E. by N. but fit-fell in force and direction. Barometer rising. At 6.00 set the topgallant sails. Ship under sail alone, close hauled on port tack. Distilling

W. B. Russell
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair and pleasant. Moderate E. N.E. breeze. By the wind on port tack. No change in sail. At 9.30 Commanding Officer inspected ship and crew at quarters and at 10.00 read "Articles for the Government of the Navy," followed by General Muster. At 10.30 Commanding Officer read as Dirk Jones. Distilling, using boiler D. Moderate Easterly sea. Temperature of
Wargazine 82°-80° forward, 79°-78° aft.

R. D. Tisdale
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Moderate to gentle breeze from E. by N. Barometer falling. At 3.30 sighted two masted schooner, heading to the Northward. At end of watch under plain sail to topgallant sails close hauled on port tack, heading E. by E. by N. Apprentices at wheel. Distilling with tanks' fire under boiler D.

N. A. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Light air to gentle breeze from E. N.E. and N.E. Partly cloudy with passing rain squalls second hour. Storm ship at 5.00 and brought by the wind on starboard tack, heading to N. and N.W. Took in topgallant sails to a squall at 5.30 and set them at 6.00. At end of watch under fore topmast staysail and plain sail to topgallant sails except a single reef in mainsail. Distilling with fore tanks' fire under boiler D. Apprentices at wheel.

R. A. Clark
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Moderate breeze from E. N.E. Passing clouds last hour. By the wind on the starboard tack under same sail as in preceding watch. Moon set clouded about 11.30. Distilling, using boiler D. Apprentices at the wheel. Shot sea.

J. H. Russell
Lieutenant U.S.N.

under the command of

Commander Louis Kingsley
Monday, March 4

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair with passing rain squalls. Moderate to stiff breeze in squalls from E. N.E. to N.E. by E. Barometer falling. At 10 o'clock took in topsails and sails setting them at 2.00, and taking them in again at 2.50. Ship under sail alone, close hauled on the starboard tack. Distilling.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Generally fair. Moderate to stiff breeze in squalls from E. N.E. By the wind on starboard tack. Moderate sea. No change in sail. Light passing rain squalls during last hour. Distilling using boiler D.

R. D. Tinsale
Ensign U. S. N.

From 8 A.M. to Noon.

Generally clear. Moderate to stiff breeze from E. N.E. to N.E. by E. Barometer variable. At 9 o'clock took in mainsail. At 9.30 mustered at quarters and had instruction in deck of gear and seamanship from 9.45 to 10.30, and from 10.45 to 11.30. At end of watch under plain sail to topsails except mainsail, close hauled on starboard tack heading S. by W. Apprentices at wheel. Distilling with backed fire under boiler D. Temperature of magazines 81° 80° forward, 79° 78° aft.

N. A. Coleman
Ensign U. S. N.

From Noon to 4 P.M.

Stiff breeze from E. N.E. Fair and pleasant. During 3rd period 1.15 to 2.15, gave special instruction in seamanship to deficient boys and received starboard watch at loosing and furling top-gallant sails. Also received 6 jrs. crews of 2nd division at aiming drill. During 4th period 2.30 to 3.15, instructed all divisions in gunnery. Took out reef of mainsail and furl'd it. By order of Commanding Officer, placed Lt. Budget App'ct, in double line for three days for insubordination. Running gang mended magazine lamps. Close hauled on starboard tack. Apprentices at the wheel. Distilling with backed fire under boiler D.

Geo. R. Allen
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair. Squally and passing showers middle part. Stiff to fresh breeze from E. N.E. By the wind on starboard tack. At 5.45 called reef topsails and drew light yards. Took single reef in topsails, at main topsail and sent down light yards. At end of watch under foreail single reefed topsails and fore d'ad aft sail except flying jib, close hauled on starboard tack. Apprentices at the wheel. Distilling, using boiler D. Rotted smoke stack.

J. H. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather fair, with passing rain squalls. Stiff to fresh breeze from E. N.E. Barometer steady. At 8.20 wore ship. At 10.00 started fires in B. and C. boilers. Ship under sail alone, close hauled on port tack. Distilling.

W. B. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Barbados, N.I. to Martinique, N.I.

				WIND.				BAROMETER.		TEMPERATURE.								
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leaves.	Height in inches.	Ther. at 6.	State of the Weather, by symbols.		Phase of Clouds, by symbols.		Prop. of Clear Sky, in fifts.	State of the Sea.		
											Air, by Ash. dry bulb.	Air, by Wet bulb.	Water at Surface.					
A. M.	58	0																
1	7	1	37.2	S. by E. 1/4 E.	E. by N.	5	4	1	30.28	78	78	74	79	b.c.	pg.	cum. umb.	6	M.
2	4	9	42.1	S. by E.	"	5	6	1	30.26	78	78	74	79	"	"	"	5	"
3	4	6	46.7	S. E. by S.	"	4	5	3	30.23	78	78	74	79	b.c.	"	"	5	"
4	2	2	48.9	E. N. E. 1/2 E.	"	4	5	0	30.24	78	78	74	79	"	"	"	7	"
5	5	0	53.9	"	"	4	5	0	30.25	78	78	74	79	"	"	"	7	"
6	5	1	59.0	"	"	4	5	0	30.28	78	78	74	79	"	"	"	6	"
7	5	2	64.2	"	"	4	0	0	30.30	80	79	74	79	"	"	"	7	"
8	5	5	69.7	"	"	4	0	0	30.33	80	80	75	79	"	"	"	7	"
9	5	7	74.4	"	"	5	0	0	30.31	80	81	75	79	"	"	"	7	"
10	4	7	81.1	N. E. by E. 1/4 E.	"	5	0	0	30.34	81	82	75	80	"	"	"	7	"
11	5	7	86.3	"	"	5	0	0	30.32	81	82	74	80	"	"	"	7	"
Noon.	3	2	92.6	E. N. E.	"	5	0	0	30.32	81	82	73	80	"	"	"	6	"

120.9 Distance run by Patent Log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	Standing in to Barbados.	- 0 - 1 "
Longitude by D. R.	"	- 0 - 1 "
Position at Noon:	Latitude by observations of ☉	- 0 - 1 "
	Longitude by chronometer from Forenoon Observations of ☉	- 0 - 1 "
Position at 8 A. M.	Latitude by D. R. from Noon	12 043 ' N "
	Longitude by Observation ☉	60 011 ' W "
Position at 8 P. M.	Latitude by D. R. from Departure	13 029 ' N "
	Longitude by D. R. from Departure	59 055 ' W "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

P. M.	5	4	78.0	E 1/4 N.	5	0	0	30.29	80	81	73	80	b.c.	cum. umb.	7	M.	
1	1	2	99.2	Standing in to Barbados	E. by N.	5	0 <td>0<td>30.29</td><td>80</td><td>81</td><td>73</td><td>80</td><td>"</td><td>"</td><td>5</td><td>"</td></td>	0 <td>30.29</td> <td>80</td> <td>81</td> <td>73</td> <td>80</td> <td>"</td> <td>"</td> <td>5</td> <td>"</td>	30.29	80	81	73	80	"	"	5	"
2	2	0	99.2	Made fast to buoy	N. E. by E.	4	0	0	30.25	81	82	74	80	"	"	5	"
3	2	0	1.2	N. N. W. 1/2 W.	"	4.5	3	1	30.22	80	81	73	80	"	"	5	"
4	5	9	7.1	"	"	4.5	5	1	30.20	80	80	72	80	"	circum.	5	"
5	5	5	12.6	N. N. W. 1/4 W.	N. E.	4.5	4	1	30.23	79	79	74	80	"	"	3	"
6	4	2	16.8	N. N. W.	"	4.5	4	1	30.25	79	79	74	80	"	"	6	"
7	5	2	22.0	"	N. E. by E.	5	4	1	30.24	78	78	74	79	"	"	5	"
8	5	5	27.5	N. by E. 1/2 W.	"	4.5	4	1	30.24	78	78	73	79	"	"	6	"
9	4	8	32.3	N. N. W.	"	4.5	4	1	30.26	78	78	72	79	"	"	5	"
10	4	2	36.5	N. N. W. 1/4 W.	"	5	4	1	30.30	78	78	72	79	"	"	5	"
11	4	3	40.8	N. N. W. 1/4 W.	"	5	4	1	30.30	78	78	72	79	"	"	7	"
Noon.	5	0	45.8	N. N. W. 1/4 W.	"	5.6	4	1	30.28	78	78	72	79	"	"	5	"

under the command of

Commander Louis Kingsley
Tuesday, March 5

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally fair. Moderate to stiff breeze and squalls from E by N. By the wind on port tack until 1.50 when over to with main topmast to the mast in order to collapse propeller. At 2.00 fished away and shortened sail to fore and aft sail, going ahead slowly with engine, but stopped again about 2.30 on account of hot bearings. Coiled foreail and topsails. At 3.25 went ahead with engine and put ship on course E N E $\frac{1}{2}$ E (pc). Steaming under boilers B, C, and D. Moderate sea. Stopped distilling at 2.00.

R. D. Fissale
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Moderate to stiff breeze from E by N. Barometer rising. At end of watch under steam in boilers B, C, and D. On course E N E $\frac{1}{2}$ E. Apparent at the wheel. Average steam pressure 55 lb. Average revolutions 42.

M. P. Coleman
Ensign U. S. N.

From 8 A.M. to Merid.

Stiff breeze from E by N. Fair and pleasant. Under steam alone, using boilers B, C, and D, heading in for Bridgetown, Barbados. By order of Commanding Officer made the following changes in course: At 9.14 to N E by E $\frac{1}{4}$ E, per Standard; at 11.30 to E N E and at 12.00 to E $\frac{1}{4}$ N. Lighted land at 9.30, night ahead. Mustered crew at quarters at 9.30 and exercised at Deservial drill: 1st division, evolutions 2nd and 3rd, rifles; both Orders during single sticks. Apparent at the wheel. Average steam 55 lb. Average revolutions 43. Temperature of magazines 81° 80° forward, 79° 79° aft.

W. P. Beach
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Moderate to stiff breeze from E by N. and N E by E. At 12.50 changed course to East. At 1.40 hoisted in patent log 99.2 knots. After this time standing in for Bridgetown. Arrived at buoy and made fast with line at 1.50. Received mail and fresh provisions and at 2.45 slipped and made sail to topsails, except mainmast and stood out of port on starboard tack. At 2.20 unscrewed propeller and allowed fire to die out under boilers C and D. Bunked fire under boiler B and commenced distilling. Loaded smoke stack and at 3 P.M. set mainmast with a single reef in it. At 2.50 took departure, Pleasin Island, Bightstaff E N E $\frac{1}{4}$ E. Redhaw Point S E by E $\frac{1}{4}$ E (all magnetic), put our patent log reading 99.2. Let crew "fill and by". During so at end of watch under plain sail to topsails with single reef in mainmast. At end of watch Barbados Island visible all along starboard beam about 15 miles off. Apparent at the wheel.

J. D. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear. Moderate to stiff breeze from N E to N E by E. Barometer steady. At 5.40 exercised at reefing topsails, leaving the ship under all plain sail to topsails, close hauled on starboard tack. Barbados in sight until dark, no weather quarter. Distilling.

W. B. Fitchley
Lieutenant U. S. N.

From 8 P.M. to Merid.

Clear to fair and pleasant. Stiff breeze from N E by E. By the wind on starboard tack. At 8.15 took in and fished mainmast and at 8.45 took one reef in topsails. Distilling using boiler B. Moderate sea and N E by, with moonlight.

R. D. Fissale
Ensign U. S. N.

Examined and found to be correct.

J. B. McEllen
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from Barbados, W. I. to Martinique, W. I.

				WIND.				BAROMETER.		TEMPERATURE.									
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 6.	Air by Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.		
A. M.	58	2																	
1	4	9	50.7	N. N. E.	N. E. by E.	5	4	1	30.28	78	78	72	79	b.c.	circum.	5	6		
2	5	2	55.9	"	"	5	4	1	30.26	77	78	73	79	"	cumulus.	6	"		
3	5	1	61.0	"	"	5	4	1	30.24	77	78	73	79	"	"	"	"		
4	5	4	66.4	S. S. E. 1/2 E.	"	5	4	1	30.25	77	77	73	79	"	"	5	"		
5	4	3	70.7	S. E. by S.	E. N. E.	5	4	1	30.25	78	77	73	79	"	"	8	"		
6	3	3	74.4	"	"	5	4	1	30.26	78	77	73	79	"	"	7	"		
7	4	2	78.6	N. by E.	"	5	4	1	30.27	78	77	73	79	"	"	7	"		
8	4	4	83.0	N. by E. 1/4 E.	"	5	4	1	30.28	78	77	73	79	"	"	7	"		
9	4	7	87.7	N. by E. 1/2 E.	"	5	4	1	30.30	78	78	73	80	"	"	7	"		
10	4	6	92.3	"	"	5	4	1	30.32	79	78	73	80	"	"	6	"		
11	4	6	96.9	"	"	5	4	1	30.33	79	79	73	80	"	"	8	"		
Noon.	4	8	1.7	"	"	5	4	1	30.31	79	79	73	80	"	"	7	"		

108.7 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. E. by N. 89 knots, tenths.

Position at Noon:	Latitude by D. R.	14° 08' N "
	Longitude by D. R.	60° 26' W. "
	Latitude by observations of ☉	14° 016' N. "
	Longitude by chronometer from Forenoon Observations of ☉	60° 27' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	14° 00' N. "
	Longitude by <i>Observation</i>	60° 18' W. "
Position at 8 P. M.	Latitude by <i>Drainage</i>	14° 35' N. "
	Longitude by <i>Drainage</i>	61° 13' W. "

Current during the time, 8 knots tenths per hour, setting to the N 1/2 E.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400 gallons.	
Water distilled during the preceding 24 hours,	550 "	
Water remaining on hand fit for use at Noon,	2600 "	
Coal consumed during the preceding 24 hours,	3 tons 1360 lbs.	
Coal remaining on hand at Noon,	69 " 995 "	

P. M.	2	7	3.9	N. N. E.														
1	2	7	6.6	N. N. E.	E. N. E.	4	3	1	0	30.28	80	80	75	80	b.c.	circum.	6	N.
2	5	9	12.5	"	"	4	3	0	0	30.26	80	80	75	80	"	"	7	"
3	5	9	18.4	N. by N.	"	4	3	0	0	30.23	79	79	74	80	"	cumulus.	5	"
4	6	5	24.9	"	"	5	3	0	0	30.20	78	79	75	80	b.c.p.	"	4	"
5	3	2	31.5	N. N. E.	N. E. by E.	5	2	0	0	30.22	79	79	74	80	b.c.	"	5	S.
6	2	2	38.2	N. by E.	"	4	3	0	0	30.23	78	78	74	80	"	"	6	"
7	4	4	42.6	N. N. by N.	"	4	3	1/2	0	30.24	77	77	73	79	"	circum.	8	"
8	5	2	48.0	"	"	4	3	1	0	30.24	77	77	73	79	"	"	8	"
9	3	5	53.7	N. N. E. 1/2 E.	"	3	2	1	0	30.25	77	77	73	79	"	"	4	"
10	2	8	54.5	N. N. by N.	N. N. E.	5-1	1	1	0	30.28	76	76	73	78	b.c.p.g.	"	3	"
11	0	0	54.6	No steering	N. N. E.	1-0	1	0	0	30.25	77	76	74	78	b.c.	"	5	"
Mid.	1	0	54.6	N. N. E.	E. S. E.	0-1	1	0	0	30.28	77	76	74	78	"	"	3	"

under the command of

Commander Louis Kingley
Wednesday, March 6

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright starlight. Moon set at 1.30. Stiff breeze from N.E. by E. Barometer falling. At 3.30 stopped distilling and allowed fuel to die out in boiler B. At 6.00 took iron ship from heading N. N.W. to S. E. 1/4 E. and took in forevail. At end of watch under jib for topmast staysail, single reefed topsails and spanker, low hauled on port tack, heading S. E. 1/2 E. Course N by E. Apprentices at wheel.

N. A. Coleman
Lieutenant U. S. N.

From 4 to 8 A.M.

Stiff breeze from E. N.E. Fair and pleasant. Close hauled on port tack until 5.45 when iron ship and brought by the wind on starboard tack, heading to N.W. and Old Under foretopmast staysail, jib, spanker, forevail (after 5.45) and single reefed topsails. Apprentices at wheel.

A. R. O'Connell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Stiff breeze from E. N.E. At 9.00 clock shook reefs out of topsails and at 10.00 clock set mainmast single reefed. At 9.30 mustered at quarters. Instructed all apprentices in practical seamanship from period. By order of Commanding Officer released from confinement and retired to duty J. J. Stephens Apothecary. At 11.30 sighted the Southern end of Martinique, high peak bearing S. 44° W. At end of watch by the wind on starboard tack under plain sail to topsails with single reef in mainmast. St. Lucia visible lee bow and Martinique on lee bow. Apprentices at the wheel. Temperature of magazine 83° 80° forward, 80° 79° aft.

H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather fair. Moderate to stiff breeze from E. N.E. to N.E. Barometer falling. At 12.30 changed course to N. N.W. Took in spanker. At 1.15 crossed topgallant yards and set topgallant sails. At 3.00 clock changed course to S. by E. Martinique Islands in sight on starboard bow and St. Lucia on port bow. Dusted magazine flood cocks and found them in good order. Ordnance officer inspected magazine.

W. H. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze from N.E. by E. Course S. by E. By order of Commanding Officer changed course at 4.30 to S. N.W.; at 5.00 clock to N. E. by E.; at 5.27 to N.W.; Diamond Rock off Diamond Hill Point Martinique bearing N. E. by N., distant about 2.5 miles, and at 5.47 to S. W. by N. patent log reading 36.9. Under plain sail to topgallant sails except spanker until 5.50 when took in topgallant sails and mainmast, single reefed topsails and set spanker. At end of watch off Port de France, the following being magnetic bearings at 8.00 clock, Signal Point light S. 46° 1/4 E., Diamond Hill S. E. by E.

A. J. F. Sale
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Generally clear with passing light squalls succeeded by calm. Wind variable in force from S. N.W. to E. S. E. At 9.00 clock took second reef in topsails and took in spanker. At 10.00 clock headed off course to S. W. and came to course again at 12.00 clock. At end of watch under jib for topmast staysail and double reefed topsails, on course S. N.W. 1/4 N.

N. A. Coleman
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Barbados, W. I. to Martinique, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air.	Wet Bulb.	Wet Bulb.	Wet Bulb.				
A. M.	5	4																	
1	2	0	55.6	N. N. W. 1/2 W.	E. N. E.		3	1	1/2	30.26	76	76	73	78	b.c.	cum. mist.	3		S
2	2	0	56.0	"	"		3	3	1/2	30.24	77	76	73	78	b.c.g.	"	4		"
3	0	0	60.0	S. E.	"		4	4	1/2	30.22	77	78	73	78	b.c.	"	7		"
4	3	3	63.3	"	"		4	3	1/2	30.23	77	78	73	78	"	"	6		"
5	3	7	67.0	"	"		4	3	0	30.25	77	78	73	78	"	"	8		"
6	2	6	69.6	North.	E. by N.		4	2	1/2	30.25	77	78	73	78	"	"	8		"
7	2	1	70.0	N. by W. 1/2 W.	E. N. E.		3-4	2	1/2	30.26	77	78	73	78	"	"	8		"
8	2	2	Fainted	N. by W. 1/4 W.	"		3-4	1	1/2	30.28	78	78	73	78	"	"	8		"
9	3	0	70.0	N. N. W.	N. E. by E.		4	3	1	30.30	78	78	73	79	"	circum. mist.	8		"
10	4	2	70.7	S. E. 1/4 S.	"		4-5	3	1/2	30.33	79	79	75	80	"	circ. cum.	8		"
	4	2	74.9	"	"		4-5	3	1	30.33	79	79	76	80	"	"	8		"
11	4	0	78.9	S. E. by S.	"		4-5	3	1	30.33	79	79	76	80	"	"	8		"
Noon.	5	5	84.4	S. E. 1/2 S.	"		4-6	4	1	30.32	79	81	76	80	b.c.g.	"	3		"

90.9 Distance run by Patent Log.

Course and distance made good since preceding noon by observations, N. 1/2 N.

50 knots. tenths.

Position at Noon:	Latitude by D. R.	14 034. N.
	Longitude by D. R.	61 017. W.
	Latitude by observations of ☉	14 027. N.
	Longitude by chronometer from Forenoon Observations of ☉	61 016. W.
Position at 3 A. M.	Latitude by D. R. from Noon	14 037. N.
	Longitude by observation ☉	61 021. W.
Position at 3 P. M.	Latitude by D. R. from 4 P. M.	14 035. N.
	Longitude by observation ☉	61 022. W.

Current during the time, 7 knots tenths per hour, setting to the S 1/2 E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. by N.

0 018. W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head "

0 015. W.

variation used, 0 040. W.

Error of the Compass by Azimuth ☉ observed at , ship's head "

0 015. W.

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

0 015. W.

variation used, 0 040. W.

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

400 gallons.

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

tons — lbs.

Coal remaining on hand at Noon,

69 995 "

P. M.																				
1	5	3	89.7	S.E.	N.E. by E.	5	4	1	30.31	80	81	76	80	b.c.	circum.	4				
2	5	3	95.0	S.E. 1/2 S.	"	5	4	1	30.25	80	81	76	80	"	"	3				
3	4	0	100.0	N. N. W.	E. N. E.	3-6	4	1	30.23	78	79	76	80	b.c.g.	"	3				
4	3	7	3.7	N. by N.	"	5	4	1	30.21	79	79	75	80	b.c.	"	5				
5	4	0	7.7	"	"	4-6	4	1	30.22	76	77	74	80	b.c.g.	circum.	3				
6	2	7	10.4	N. 1/2 N.	"	4-5	4	1	30.24	78	77	74	80	"	"	3				
7	1	5	11.9	N. by N.	"	3-4	4	1	30.26	78	78	74	80	b.c.	"	5				
8	1	6	13.5	N. N. W.	N.E. by E.	3-5	4	1	30.29	78	77	74	79	b.c.g.	"	6				
9	0	3	13.7	South.	"	4	2	0	30.31	77	76	73	79	"	"	5				
10	0	6	13.9	S.E.	"	4	2	6	30.30	77	76	73	79	"	"	4				
11	0	6	"	"	"	4	2	6	30.30	77	77	73	79	"	"	6				
Mid.	0	6	"	S.E. by S.	East	4-5	2	6	30.30	78	78	73	79	"	"	6				

under the command of

Commander Louis Kingsley
Thursday, March 7

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle to moderate breeze from E. N.E. Partly cloudy first half fair last two hours. Snow set at 2.50. On starboard tack, heading N. N. W. until 2.50, then worn ship and headed S. E. per Standard. Under jib for topmast staysail, foreail and double reefed topsails. El Chico Light in sight all of watch.

From 4 to 8 A.M.

Clear. Gentle to moderate breeze from E. N.E. and E. by S. At 5 A.M. worn ship and came by the wind on starboard tack. At 4.15 hauled down jib and set spanker. At 7 A.M. hauled in patent log 70. knots. Martinique Island in sight on starboard beam about 15 miles distant. Came by the wind. Under for topmast staysail, foreail, double reefed topsails and spanker. Apprentices at the wheel.

From 8 A.M. to Noon.

Clear to cloudy. Moderate to fresh breeze from N.E. by E. in squalls. By the wind on starboard tack, until 9.40, when, by order of Commanding Officer worn ship heading by the wind on port tack. At 8.15 clock set the reef in topsails and at 10.05 set the mainmast. At 9.30 mustered at quarters. Apprentices were exercised as follows: 1st period both Powder division, revolver; 2nd Division, gunnery 3rd division, single sticks. 3rd period all apprentice divisions, signaling. By order of Commanding Officer released from confinement O. Bridge (App. 3d.) and by same authority placed in confinement on board and water for three days C. F. Brandall (App. 3d.) for repeated mutiny. At 12.00 clock the following were magnetic bearings: Diamond Rock E. 1/4 S. North tangent, Martinique N. by E. 1/4 E. Temperature of magazines 82° 80° forward, 80° 77° aft.

From Noon to 4 P.M.

Generally clear with passing squalls. Gentle to fresh breeze from N.E. by E. to E. N.E. Barometer falling. From 1.15 to 2.00 exercised watch on deck at signals. At 2.00 clock worn ship to heading N. by N. At 2.30 called all hands and took two reefs in topsails. At end of watch under jib for topmast staysail, foreail, single reefed mainmast and double reefed topsails. By the wind on starboard tack, heading N. by N. W. Apprentices at wheel.

From 4 to 6 P.M.

Moderate to fresh breeze blowing in squalls from E. N.E. Cloudy, with passing rain showers. At 4.05 took in mainmast and jib. Loaded smoke stack at 5.00. Martinique Island in sight on starboard beam. Breeze hauled on starboard tack under for topmast staysail, foreail and double reefed topsails. Apprentices at the wheel.

From 6 to 8 P.M.

Clear. Gentle to moderate breeze from E. N.E. and N.E. by E. Blowing stiff in squalls last hour. By the wind under same sail as in preceding watch. Apprentices at the wheel.

From 8 P.M. to Midnight.

Fair and pleasant. Moderate to stiff breeze from N.E. by E. to E. S. By the wind on starboard tack until 8.10, when by order of Commanding Officer worn ship and brought by wind on port tack, then took in and furlled sail, heading to at 8.30, under main staysail. Moderate N. by E. on. Midnight

Examined and found to be correct.

R. D. Sisdale
Ensign U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Barbadoes, B. I. to Martinique, W. I. and at anchor in St. Pierre, Roadstead, Martinique, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Force of Winds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	30	4															
1	0	7	Hauled in	South	East	5-6	2	6	30.28	78	78	74	79	b.c.	cir cum	7	8
2	0	7	"	"	"	5-6	2	6	30.26	78	78	74	79	"	"	8	"
3	0	7	"	"	"	5-6	2	6	30.25	78	78	74	79	"	"	8	"
4	0	7	"	"	"	5-6	2	6	30.26	78	78	74	79	"	"	9	"
5	0	8	14.1	E. by N.	"	5	0	6	30.26	78	78	74	79	"	"	9	"
6	3	2	17.1	E. by E.	"	4	0	0	30.27	78	78	74	79	"	"	9	"
7	6	2	24.5	"	E. N. E.	3	0	0	30.27	80	78	74	79	"	"	8	"
8	2	0	27.4	N. E. by E. 1/2 E.	"	3	0	0	30.27	80	80	75	79	"	"	7	"
9	4	6	34.3	Various	"	3			30.24	80	80	74	79	"	"	5	"
10	At anchor			E. N. E.	"	3			30.24	80	80	75		b.c. p.	cum. nub.	4	
11				"	"	4			30.23	80	80	75		b.c. q.	"	4	
Noon.				S. E. by E.	N. E.	3			30.22	81	81	76		b.c. q. p.	"	4	

54.2 Distance run by log

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 150 "

Water remaining on hand fit for use at Noon, 1900 "

Coal consumed during the preceding 24 hours, 2 tons 880 lbs.

Coal remaining on hand at Noon, 67 " 115 "

P. M.		Ship's head.																	
1		S. E. by E.	E. N. E.	3-5	30.20	80	80	75	b. p. g.	cir. cum.	5								
2		S. E. E.	E. S. E.	3-5	30.19	79	79	74	"	"	4								
3		E. S. E.	N. N. E.	3-5	30.17	80	80	75	"	"	5								
4		"	E. ast	2-4	30.16	79	79	74	"	"	4								
5		"	"	2-3	30.16	79	79	74	b. c.	"	3								
6		E. N. E.	E. N. E.	2-3	30.15	78	78	74	"	"	4								
7		"	"	2-3	30.16	78	78	74	"	cir. cum.	5								
8		"	"	2-3	30.18	78	78	74	"	ast.	5								
9		"	"	2-3	30.21	78	78	74	"	"	3								
10		"	"	2-3	30.21	78	78	75	"	"	3								
11		E. ast	"	2-3	30.21	78	78	75	"	"	2								
Mid.		S. by E.	"	2-4	30.21	78	78	74	"	"	2								

under the command of

Commander Louis Kingsley
Friday, March 8

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright moonlight. Stiff to fresh breeze from East. Barometer falling. At 11 o'clock started fire under boiler B. C. and D. At end of watch lying to, under main topsail on port tack, heading South. Apprentices at wheel.

H. C. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Stiff to gentle breeze from East and E. N. E. Fair and pleasant. At 5:10 started ahead with the engine, no longer E. by S. per Standard, and put on patrol by reading 141. Took in main topsail at same time. Lighted land ahead at 5:30. At 5:47 changed course to E. N. E. and at 7:40 to S. E. by E. 1/2 E. Keung blower B. C. and D. Martinique Island in sight ahead and on both bows. Average steam 55 lbs. Revolutions 43. Apprentices at the wheel.

P. R. Beach
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair. Gentle breeze from E. N. E. and N. E. Blowing moderate to stiff in inlanders. Standing in for St. Pierre and anchored in that harbor at 9:35 in 18 fathoms. Water sandy bottom; dredged to 60 fathoms on starboard chain. Bearings of anchorage, Range Light E. N. E. Bistam Place Light Corner N. E. by E., all magnetic. At 8:55 called "bring ship to anchor." At 8:57 closed down. At 9:30 stopped engines. Health Officer of the port visited the ship. Allowed fire to die out under boilers C. and D. Banked fire under boiler B. and commenced distilling. Commanding Officer received an official visit from the U. S. Vice Consul. Ship's draught forward 13 feet 2 inches, aft 16 feet 2 inches. Average revolutions 42. Steam pressure 55 lbs. Temperature of magazines 81°-80° forward, 80°-79° aft.

H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Generally cloudy. Frequent wind and rain squalls from N. E. and E. on mountain top of Island. Blubber upped for topsail: unhooked jib. Distilling.

R. D. Thasde
Ensign U. S. N.

From 4 to 8 P.M.

Fair to clear. Light to gentle breeze from E. N. E. By order of Commanding Officer placed B. B. Blumstein B. B. 2nd, under charge of Master at Arms to await investigation for fighting and striking another person in the Rear on the Quarter Deck and failing to cease his attack when ordered to do so by the Officer of the deck. Distilling, using boiler B.

H. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy. Light to moderate breeze in puffs from E. N. E. Moon shining through clouds. Distilling, using boiler B.

R. D. Thasde
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in St. Pierre, Roadstead, Martinique, I. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Temp. of Air, Sea, and Wind.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>Ship's head.</i>													
1				<i>S by E.</i>	<i>E. N. E.</i>	<i>2.4</i>		<i>30.19</i>	<i>78</i>	<i>78</i>	<i>74</i>		<i>b. c. g. p.</i>	<i>cum. nub.</i>		<i>3</i>	
2				<i>S. by E.</i>	"	<i>2.4</i>		<i>30.17</i>	<i>78</i>	<i>78</i>	<i>74</i>		"	"		<i>4</i>	
3				<i>S. E.</i>	"	<i>2.4</i>		<i>30.15</i>	<i>77</i>	<i>77</i>	<i>73</i>		"	"		<i>2</i>	
4				<i>S. E.</i>	"	<i>2.4</i>		<i>30.14</i>	<i>77</i>	<i>77</i>	<i>73</i>		"	"		<i>4</i>	
5				<i>N. E.</i>	<i>E. ast.</i>	<i>2.4</i>		<i>30.14</i>	<i>77</i>	<i>77</i>	<i>73</i>		<i>b. c.</i>	"		<i>5</i>	
6				<i>N. E. by E.</i>	"	<i>2.4</i>		<i>30.16</i>	<i>77</i>	<i>77</i>	<i>73</i>		"	"		<i>3</i>	
7				<i>N. E.</i>	<i>N. E.</i>	<i>3.4</i>		<i>30.19</i>	<i>77</i>	<i>77</i>	<i>73</i>		"	"		<i>5</i>	
8				<i>N. E. by E.</i>	<i>E. N. E.</i>	<i>3.4</i>		<i>30.20</i>	<i>78</i>	<i>77</i>	<i>73</i>		"	<i>cir. cum.</i>		<i>6</i>	
9				"	"	<i>2.4</i>		<i>30.24</i>	<i>79</i>	<i>78</i>	<i>74</i>		"	"		<i>4</i>	
10				"	"	<i>2.3</i>		<i>30.25</i>	<i>80</i>	<i>79</i>	<i>75</i>		"	"		<i>3</i>	
11				<i>E. N. E.</i>	"	<i>2.3</i>		<i>30.24</i>	<i>82</i>	<i>82</i>	<i>76</i>		"	"		<i>4</i>	
Noon.				<i>E. ast.</i>	"	<i>2.3</i>		<i>30.22</i>	<i>82</i>	<i>83</i>	<i>77</i>		"	"		<i>4</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

42.5 gallons.

Water *distilled* during the preceding 24 hours,

998 "

Water remaining on hand fit for use at Noon,

2473 "

Coal consumed during the preceding 24 hours,

1 tons 880 lbs.

Coal remaining on hand at Noon,

65 " 1475 "

P. M.																	
1				<i>E. N. E.</i>	<i>E. N. E.</i>	<i>2.4</i>		<i>30.20</i>	<i>82</i>	<i>82</i>	<i>76</i>		<i>b. c.</i>	<i>cir. cum.</i>		<i>4</i>	
2				"	"	<i>2.4</i>		<i>30.19</i>	<i>82</i>	<i>82</i>	<i>76</i>		"	"		<i>4</i>	
3				"	"	<i>2.4</i>		<i>30.17</i>	<i>82</i>	<i>83</i>	<i>77</i>		"	"		<i>5</i>	
4				"	"	<i>2.4</i>		<i>30.17</i>	<i>82</i>	<i>83</i>	<i>77</i>		"	"		<i>5</i>	
5				"	"	<i>2.3</i>		<i>30.18</i>	<i>81</i>	<i>81</i>	<i>76</i>		"	"		<i>5</i>	
6				<i>N. E. by E.</i>	<i>N. E. by E.</i>	<i>2.3</i>		<i>30.17</i>	<i>80</i>	<i>80</i>	<i>75</i>		"	<i>cum. nub.</i>		<i>6</i>	
7				"	"	<i>2.3</i>		<i>30.19</i>	<i>79</i>	<i>79</i>	<i>75</i>		"	"		<i>5</i>	
8				<i>N. E.</i>	<i>E. N. E.</i>	<i>2</i>		<i>30.20</i>	<i>79</i>	<i>79</i>	<i>76</i>		"	<i>cir. cum.</i>		<i>5</i>	
9				"	<i>N. E.</i>	<i>2.4</i>		<i>30.20</i>	<i>78</i>	<i>78</i>	<i>75</i>		"	<i>nub.</i>		<i>6</i>	
10				<i>N. E. by E.</i>	"	<i>2.4</i>		<i>30.20</i>	<i>78</i>	<i>78</i>	<i>75</i>		"	"		<i>6</i>	
11				<i>E. by S.</i>	"	<i>3.5</i>		<i>30.21</i>	<i>78</i>	<i>78</i>	<i>74</i>		<i>b. c. g. p.</i>	"		<i>8</i>	
Mid.				"	<i>E. N. E.</i>	<i>3.6</i>		<i>30.21</i>	<i>78</i>	<i>78</i>	<i>74</i>		"	"		<i>8</i>	

under the command of

Commander Louis Kingsley
Saturday, March 9

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear. Light to moderate breeze from E. S.E. Barometer falling. Distilling with banked fire under boiler B.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear. Light to moderate breeze in intervals from East to N.E. Scrubbed bags. Distilling using boiler B.

H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Generally fair and pleasant. Light to moderate breeze in puffs from E. N.E. By order of Commanding Officer placed C. B. Clementson (B. N. 2d cl.) in confinement in double iron for five days' offense. Assaulting another person in the Navy. Temptation of magazine, 87°-80° forward, 80°-79° aft. Distilling.

R. B. Finsdale
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Light to moderate breeze from E. N.E. Barometer falling. At 10 o'clock mustered at quarters and turned in scrubbed bags. Paid out money to apprentices and allowed much crew liberty. C. J. Longehr App'd, left pulling boat without permission when acting as a member of the crew. Distilling.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light E. N.E. breeze. Apprentice C. J. Longehr returned on board at 7.30. French Flagship Duquesne came in Harb'r and anchored at 7.30. Sent an officer to make boarding call. Distilling.

R. B. Finsdale
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Squally last half. Breeze to stiff breeze in squalls from E. N.E. Barometer steady. Distilling with banked fire under boiler B.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Alderton, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Sunday, March 10

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Wind blowing in fresh squalls from E. N.E. first part falling light with passing rain showers last two hours. At end of watch a bright lunar nebula was in sight to the Eastward. Bright moonlight. Stopped distilling at 1.50 and allowed fire to die out.

Geo. R. O'Leary
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally cloudy. Light breeze from N.E. Frequent rain squalls. Received in Pay Dept. the following fresh provisions for issue to crew, 103 $\frac{3}{4}$ lbs. beef, 103 $\frac{3}{4}$ lbs. vegetables and 83 lbs. bread.

R. D. Fossale
Ensign U.S.N.

From 8 A.M. to Noon.

Cloudy with rain during first part clearing during last hour of watch. Light to stiff breeze from E. S.E. to E. N.E. Boarding Officer from the French Flagship *Du Serein* paid an official visit to this ship. Commanding Officer of this ship made an official call on French Flagship. Released C. I. Blandall App'd. from confinement by order of Commanding Officer his term of confinement having expired. Mustered at quarters and rounded retreat immediately after on account of rain. Absentees Chas. O'Keefe, Cox, and Wm. J. Joly, B.R. 2 cl. from 8 A.M. Temperature of magazine, 82°-81° forward, 88°-79° aft.

N. A. Coleman
Ensign U.S.N.

From Noon to 4 P.M.

Gentle breeze from E. N.E. Partly cloudy and warm. Received an official visit from the Commanding Officer of the French Flagship *Du Serein*. Sent a liberty party ashore of men and first class boys; a visiting party of men and first class boys to French Flagship and a swimming party of men and men and second class boys to the beach.

Geo. R. O'Leary
Lieutenant U.S.N.

From 4 to 8 P.M.

Shower at times. Breeze to light breeze from E. N.E. to N.E. Wm. Joly, B.R. 2 cl. and Chas. O'Keefe, Cox, returned on board 10 hours overtime. Liberty party of boys returned on board.

N. A. Coleman
Ensign U.S.N.

From 8 P.M. to Midnight.

Light breeze from E. N.E. Cloudy with frequent heavy rain showers.

Geo. R. O'Leary
Lieutenant U.S.N.

Examined and found to be correct.

J. A. M. Allen
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in St. Pierre Roadstead, Martinique, N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Therm. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.				<i>Ship's head</i>												
1				East	East	3.6		30.18	75	74	72		b.c.g.p.	circ. cum.		4
2				E by S	E N E	3.6		30.14	75	74	72		"	"		4
3				E	"	3.5		30.14	75	74	72		"	"		3
4				"	"	3		30.13	75	74	72		b.c.	"		6
5				N E	"	2		30.12	75	74	72		b.g.p.	"		1
6				N E by E	"	2		30.14	75	74	72		b.c.	"		3
7				"	"	2		30.16	75	74	72		"	"		4
8				N N E	"	3		30.16	76	76	73		b.c.g.p.	"		3
9				N E	"	3		30.21	77	76	72		b.c.	"		4
10				"	"	4		30.22	79	77	73		"	"		5
11				"	"	4		30.22	81	78	73		"	"		5
Noon.				E N E	"	4		30.21	81	78	73		"	"		5

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	"	"
	Longitude by D. R.	o	"	"
	Latitude by observations of ☉	o	"	"
	Longitude by chronometer from Forenoon Observations of ☉	o	"	"
Position at 8 A. M.	Latitude by	o	"	"
	Longitude by	o	"	"
Position at 8 P. M.	Latitude by	o	"	"
	Longitude by	o	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	o	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	o	"	variation used, o
Error of the Compass by Azimuth ☉ observed at	ship's head	o	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	o	"	variation used, o

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

tons 1440 lbs.

Coal remaining on hand at Noon,

64 " 195 "

P. M.	Tide															
1	o	3	N. E. at.	E by E	E N E	3.4	3	30.19	81	79	73		b.c.g.	circ. cum.		5
2	o	3	"	E by E	"	3.4		30.16	81	80	74		"	"		6
3	o	3	"	E N E	"	3.4		30.14	81	80	74		"	"		6
4	o	3	"	N E	"	3.4		30.13	81	80	74		"	"		6
5	o	3	"	"	"	4		30.12	79	79	73		"	"		6
6				"	N E	4		30.12	79	79	73		"	"		4
7				"	"	4		30.13	78	78	73		"	calm. cum.		7
8				N E by N	"	4		30.14	78	78	73		"	"		8
9				N E	"	4		30.15	78	78	73		"	"		9
10				N E by N	"	5		30.15	77	77	72		"	"		8
11				N E	E N E	5		30.15	77	77	72		"	"		7
Mid.				"	"	4		30.15	77	77	72		"	"		6

under the command of

Commander Louis Kingsley
Monday, March 11

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Gentle breeze from East and E. N.E.
blowing stiff to fresh in squalls with passing showers flit three hours.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 A.M.

Showery weather. Light to gentle breeze from E. N.E. Barometer rising.
Received on board the following fresh provisions, 103 3/4 lbs. beef, 103 3/4 lbs. vegetables and 83
lbs. bread.

A. A. Lashman
Ensign U. S. N.

From 8 A.M. to Merid.

Gentle to moderate breeze from E. N.E. Fair and warm. Mustered crew
at quarters at 9.30. At 9.35 called all hands and loosed sail. Afterwards first period, exercised
all apprentices at gunnery. During second period, exercised starboard watch at crossing royal
yards and port watch at heaving the lead. Temperature of magazines 84° 82° forward, 80° 78° aft.

A. R. Brown
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle breeze from E. N.E. blowing stiff in willows. At 10 o'clock
furl'd sail. Exercised apprentices heaving the lead from 1.30 to 2.30, then sent liberty party
ashore of meat and 2nd class (conduct) apprentices.

J. H. Purcell

Lieutenant U. S. N.

From 4 to 8 P.M.

Moderate breeze from E. N.E. and N.E. Fair and pleasant. Liberty party returned.
Placed Lt. Dahlbreich, App'dl., & Lieut. App'dl., and E. Naumann, App'dl., in charge of
Master at Arms, to be kept on both decks until sober.

A. R. Brown
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Moderate to stiff breeze from N.E. and E. N.E.

J. H. Purcell

Lieutenant U. S. N.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Tuesday, March 12

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair and pleasant. Gentle to stiff breeze in squalls from E. N.E. Barometer falling.

W. B. Whitcher
Lieutenant U. S. N.

From 4 to 8 A.M.

Gentle breeze from E. N.E. Fair and warm. Crossed royal yards and loosed sail at 8.00. Received at board in Bay Dept. 103 $\frac{1}{4}$ lbs fresh beef, 18 $\frac{3}{4}$ lbs vegetables, and 83 lbs fresh bread. Released the apprentices from confinement, who were confined last night.

J. P. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Gentle breeze from E. N.E. blowing stiff in willows. At 9.30 mustered at quarters. Exercised Arm and Away all boats. Instructed 5th division in signals. Temperature of magazines 82° 82° forward, 80° 78° aft.

J. P. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair. Passing channels during last part of watch. Gentle to stiff breeze from E. N.E. to N.E. At 1.00 clock a British Man of War came in and anchored near the Oldship. At 1.05 fueled sail. From 1.30 to 2.30 exercised starboard watch of 1st and 2nd divisions at signals; 5th division at heaving the lead. Royal Mail steamer came in and left the harbor in about an hour. Apprentices scrubbed blankets.

W. B. Whitcher
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Light to stiff breeze in willows from N.E. and E. N.E. At 6.15 sent down light yards. Steam Trawler came in. French gunboat Cassar went out heading N. N.W.

J. P. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather fair with passing rain showers. Light to stiff breeze in squalls from N.E. Barometer rising. A. E. Benty (Machinist) was placed in single room to await further investigation by the Commanding Officer, for threatening another person in the Navy.

W. B. Whitcher
Lieutenant U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
At anchor in St. Pierre Roadstead, Martinique, A. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>Ship's head.</i>													
1				<i>E. S. E.</i>	<i>N. E.</i>	<i>1</i>		<i>30.14</i>	<i>75</i>	<i>76</i>	<i>74</i>		<i>b. c. v.</i>	<i>uncl.</i>		<i>2</i>	
2				"	<i>E. N. E.</i>	<i>1</i>		<i>30.12</i>	<i>75</i>	<i>76</i>	<i>74</i>		"	"		<i>2</i>	
3				<i>S. S. W.</i>	"	<i>1</i>		<i>30.11</i>	<i>75</i>	<i>76</i>	<i>74</i>		"	"		<i>2</i>	
4				<i>S. by E.</i>	"	<i>1-2</i>		<i>30.11</i>	<i>75</i>	<i>75</i>	<i>73</i>		<i>b. c. p.</i>	<i>cum. uncl.</i>		<i>3</i>	
5				<i>E. by E.</i>	"	<i>2</i>		<i>30.11</i>	<i>76</i>	<i>75</i>	<i>72</i>		<i>b. c.</i>	"		<i>4</i>	
6				<i>S. E. by E.</i>	<i>E. S. E.</i>	<i>2</i>		<i>30.11</i>	<i>76</i>	<i>75</i>	<i>72</i>		<i>b. c. p.</i>	"		<i>2</i>	
7				<i>E. by N.</i>	<i>E. N. E.</i>	<i>2-4</i>		<i>30.12</i>	<i>76</i>	<i>75</i>	<i>72</i>		<i>b. c. g. p.</i>	"		<i>3</i>	
8				<i>E. by N.</i>	<i>E. by N.</i>	<i>2-3</i>		<i>30.15</i>	<i>77</i>	<i>76</i>	<i>72</i>		"	"		<i>4</i>	
9				<i>E. by N.</i>	"	<i>2-4</i>		<i>30.18</i>	<i>76</i>	<i>76</i>	<i>72</i>		<i>b. c. g. p.</i>	"		<i>3</i>	
10				<i>E. N. E.</i>	<i>E. N. E.</i>	<i>2-4</i>		<i>30.20</i>	<i>77</i>	<i>77</i>	<i>73</i>		"	"		<i>2</i>	
11				"	"	<i>2-4</i>		<i>30.20</i>	<i>76</i>	<i>76</i>	<i>73</i>		"	"		<i>2</i>	
Noon.				<i>N. E.</i>	"	<i>2-4</i>		<i>30.20</i>	<i>77</i>	<i>77</i>	<i>73</i>		<i>b. c. g. p.</i>	"		<i>4</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	"
	Longitude by D. R.	o	"
	Latitude by observations of ☉	o	"
	Longitude by chronometer from Forenoon Observations of ☉	o	"
Position at 8 A. M.	Latitude by	o	"
	Longitude by	o	"
Position at 8 P. M.	Latitude by <i>D. R. from Departure</i>	<i>14° 52' N.</i>	"
	Longitude by " " "	<i>61° 27' W.</i>	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1450 "

Coal consumed during the preceding 24 hours,

tons 640 lbs.

Coal remaining on hand at Noon,

63 " 1795 "

Making passage from Martinique, A. I. to Santa Cruz, A. I.

P. M.																	
1				<i>E. by S.</i>	<i>E. N. E.</i>	<i>3</i>		<i>30.16</i>	<i>80</i>	<i>78</i>	<i>74</i>		<i>b. c. p.</i>	<i>cum. uncl.</i>		<i>3</i>	
2				<i>E. N. E.</i>	"	<i>2</i>		<i>30.14</i>	<i>80</i>	<i>79</i>	<i>75</i>		"	"		<i>3</i>	
3				<i>E. by N.</i>	"	<i>3</i>		<i>30.12</i>	<i>81</i>	<i>79</i>	<i>74</i>		<i>b. c.</i>	"		<i>5</i>	
4.15				<i>N. E. by N.</i>	<i>N. E.</i>	<i>3</i>		<i>30.13</i>	<i>81</i>	<i>80</i>	<i>75</i>		"	"		<i>4</i>	
5	3	5	<i>34.3</i>	<i>N. by N.</i>	<i>N. by E.</i>	<i>2-3</i>		<i>30.16</i>	<i>81</i>	<i>79</i>	<i>74</i>	<i>79</i>	"	"		<i>5</i>	<i>S</i>
6	2	0	<i>38.9</i>	<i>N. N. E.</i>	<i>N. N. E.</i>	<i>2-4</i>	<i>3</i>	<i>30.19</i>	<i>79</i>	<i>78</i>	<i>73</i>	<i>79</i>	"	"		<i>6</i>	"
7	5	1	<i>44.0</i>	<i>N. E. 1/2 N.</i>	<i>N. E.</i>	<i>5</i>	<i>4</i>	<i>30.23</i>	<i>78</i>	<i>78</i>	<i>74</i>	<i>79</i>	"	"		<i>5</i>	<i>Ph</i>
8	5	3	<i>49.3</i>	<i>N. E. by N.</i>	"	<i>5</i>	<i>4</i>	<i>30.23</i>	<i>78</i>	<i>78</i>	<i>74</i>	<i>79</i>	"	<i>cum.</i>		<i>7</i>	"
9	4	7	<i>54.0</i>	<i>N. N. E. 1/2 N.</i>	"	<i>6</i>	<i>4</i>	<i>30.24</i>	<i>77</i>	<i>77</i>	<i>74</i>	<i>79</i>	<i>b.</i>	<i>new</i>		<i>10</i>	"
10	4	6	<i>58.6</i>	"	"	<i>6</i>	<i>4</i>	<i>30.25</i>	<i>77</i>	<i>77</i>	<i>74</i>	<i>79</i>	"	"		<i>10</i>	"
11	5	0	<i>63.6</i>	<i>N. N. W.</i>	<i>E. N. E.</i>	<i>6</i>	<i>4</i>	<i>30.25</i>	<i>76</i>	<i>76</i>	<i>74</i>	<i>79</i>	"	"		<i>10</i>	"
Mid.	2	5	<i>65.2</i>	<i>N. N. W. 1/4 N.</i>	<i>N. E. by N.</i>	<i>2</i>	<i>0</i>	<i>30.25</i>	<i>77</i>	<i>77</i>	<i>74</i>	<i>79</i>	"	"		<i>10</i>	<i>S</i>

under the command of

Commander Louis Kingsley
Wednesday, March 13

, U. S. Navy,

1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light E. N. Ely. air. bloody and rainy.

A. J. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Light breeze from E. N. E. to E. S. E. blowing moderate in well as was
Light passing showers. Received in Dept. of Supplies and Accounts 103 3/4 lbs. each of
fresh beef and vegetables and 83 lbs. of fresh bread. Sent royals and topgallant sails
and at 7.50 crossed light yards.

J. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather cloudy with passing rain showers. Light to moderate breeze in squalls
from E. by N. to E. N. E. Barometer steady. At 9.30 mustered crew at quarters finding C. Griffin
(Boat) absent without leave. An Officer from French Flagship paid an official visit to discuss the
intended departure of the Admiral. At 10.15 the French Flagship left the harbor. C. Griffin (Boat)
returned from liberty 15 hours overtime. Got in the sailing launch. Temperature of magazine 84° 82°
forward, 80° 78° aft.

W. R. H. Whistler
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair and pleasant. Gentle E. N. Ely. breeze. Secured everything for sea. At 2.30
called all hands up anchor and hove in to 30 fathoms. At 3.00 lowered topsails, jib, for topmast
staysail and foreail. At 3.10 backed mizzen topsail, hove up anchor and backed out of harbor setting
successively the main and fore topsails and headsails. At 3.30 hove in with main topsail to mast
and took two eight reefers in topsails, filled away at 4.00 clock heading to N. W. clear of Island.
Draft of ship forward 13 feet 2 inches, aft 16 feet 3 inches. By order of Commanding Officer released
from confinement Mr. Buty (Crack). Coupled mizzen topsail.

A. J. Tisdale
Ensign U. S. N.

From 4 to 8 P.M.

Generally clear. Light to stiff breeze from N. by E. to N. E. Barometer rising. At 4.15 took departure
Bentley Place Light house E. 1/4 S. (mag.) and St. Marks Battery range lights bearing E. S. E. Put over patent log
reading 34.3 with set course N. N. W. Set foreail and fore topmast staysail. At end of watch under jib, for
topmast staysail, foreail, spunkier and double reefed topsails, by the wind on starboard tack, heading
N. W. by N.

N. J. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Fresh breeze from N. E. and E. N. E. falling light last hour and hauling to N. E. by N.
Clear and pleasant. Moon set at 8.40. Took in foreail and spunkier at 8.05. At end of watch by the wind
on starboard tack under jib, fore topmast staysail and double reefed topsails. Hauled in patent log at 11.40
reading 65.2. Light launch of Division in sight at end of watch bearing about East. Appointments at wheel.

Examined and found to be correct.

A. J. Tisdale
Ensign U. S. N.

J. B. McIlroy
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from Martinique, I. S. to Santa Cruz, I. S.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.	
					Direction by Standard Compass.	Force.	Heel.		Lowest.	Height in inches.	Ther. at d.	Air, Dry Bulb.					Air, Wet Bulb.
A. M.	5 2	7															
1	1	3	<i>Heaved in.</i>	<i>N. N. E.</i>	<i>N. E.</i>	3-4	0	1	30.21	77	77	75	77	<i>b. c.</i>	<i>cum.</i>	8	<i>S.</i>
2	1	2	"	<i>N. N. E. 1/2 E.</i>	<i>N. E. by E.</i>	3-4	0	1	30.22	76	76	73	76	"	"	8	"
3	1	3	"	<i>N. N. E.</i>	<i>E. N. E.</i>	3-4	0	1	30.20	76	76	73	76	"	"	7	"
4	1	3	"	"	"	3-4	0	1	30.20	76	76	73	76	"	"	8	"
5	2	1	"	"	<i>N. E. by E.</i>	4-5	0	1	30.20	75	76	73	77	"	"	8	"
6	2	4	"	"	<i>E. N. E.</i>	4-5	0	1	30.20	75	76	73	77	"	"	8	"
7	2	2	"	<i>S. by N. 1/2 E.</i>	"	4-5	0	1	30.23	76	76	74	77	"	"	8	"
8	2	1	"	"	"	4-5	0	1	30.26	77	77	75	77	"	"	8	"
9	2	5	"	"	"	5	4	1 1/2	30.30	79	78	76	78	"	"	7	"
10	2	2	"	"	"	5	4	1 1/2	30.30	78	78	74	79	"	"	7	"
11	2	5	"	"	"	5	4	1 1/2	30.30	78	78	74	79	"	"	7	"
Noon.	3	0	"	"	"	5	4	1 1/2	30.29	78	78	74	79	"	<i>circum.</i>	8	"

56.8 Distance run by Log departure

Course and distance made good since preceding noon by observations, *N. N. 1/8 N.*

71 knots. tenths.

Position at Noon:	Latitude by D. R.	15° 24' N "
	Longitude by D. R.	61° 52' W "
	Latitude by observations of ☉	15° 28' N "
	Longitude by chronometer from Forenoon Observations of ☉	62° 00' W "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	15° 21' N "
	Longitude by <i>observation ☉</i>	61° 54' W "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	15° 52' N "
	Longitude by <i>chronometer from afternoon observation</i>	62° 22' W "

Current during the time, 9 knots tenths per hour, setting to the *S. N. 1/4 N.*Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head *S. by E. 1/2 E.*

0° 13' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

0° 16' W.

variation used, 0° 30' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

0° 16' W.

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0° 16' W.

variation used, 0° 30' W.

Water expended during the preceding 24 hours,

400 gallons.

Water remaining on hand fit for use at Noon,

1150 "

Coal consumed during the preceding 24 hours,

tons — lbs.

Coal remaining on hand at Noon,

63 " 1795 "

P. M.																
1	3	6	65.2	N. by E. 1/2 E.	E. N. E.	5	4	1 1/2	30.26	79	78	74	b. c.	circ. cum.	8	S
2	2	8	68.0	"	"	5	4	1 1/2	30.24	79	78	74	"	"	8	"
3	2	0	69.6	"	"	5	4	1 1/2	30.22	78	78	74	"	"	9	"
4	2	6	72.2	"	"	5	4	1 1/2	30.22	78	78	74	"	"	9	"
5	3	5	75.9	"	"	5	3	1	30.21	78	78	74	"	"	8	"
6	3	9	79.8	"	"	5	3	1	30.21	78	78	75	"	"	7	"
7	3	7	81.4	N. by E. 3/4 E.	"	5	3	1	30.24	78	78	75	"	"	5	"
8	3	0	82.4	N. E.	N. E. by E.	5	3	1	30.26	77	77	74	"	"	7	"
9	1	4	82.4	N. by E. 1/2 E.	E. N. E.	4	3	1	30.27	77	77	73	"	"	8	"
10	1	5	Heaved in	"	"	5	4	1	30.27	77	77	73	"	"	7	"
11	1	6	"	"	"	5	4	1	30.27	77	77	73	"	"	9	"
Mid.	2	0	"	N. N. E.	"	5	4	1	30.27	77	77	73	"	"	9	"

under the command of

Commander Louis Kingsley
Thursday, March 14

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle to moderate breeze from N.E. to E.N.E. At 12.30 hauled down jib. Lower N.W. (pc) At end of watch under for topmast staysail and double reefed topsails. Apprentices at wheel.

H. Purcell
1st Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and pleasant. Moderate to stiff breeze from E.N.E. Barometer rising. Land in sight at daylight on starboard beam and quarter. At 6 changed course to N by N. Ship under sail close.

W.B. Kinsley
2nd Lieutenant U.S.N.

From 8 A.M. to Merid

Clear and pleasant. Stiff breeze from E.N.E. On course N by N. 1/2 N. (pc) Under 2 single reefed topsails, for topmast staysail, setting fore of sparker at 8.10. Galed forecast. At 9.30 had quarters for inspection and exercised apprentices as follows during first period: 1st division, pistols; 2nd and 3rd divisions, small arms; forward Powder division, gunnery drill; after Powder division, compass instruction. During 2nd period, inspected apprentices clothing. Donnicia iricks on starboard beam. At 11.30 sighted Guadalupe on starboard bow, quite indistinct owing to haze. Moderate sea. By order of Commanding Officer discharged from the ship and Naval Service L. O. Kelly B.N. 1st cl. by reason of expiration of term of enlistment. By same authority released from confinement in double cage L.B. Clements, B.N. 2nd cl. his term of confinement having expired. Temperature of magazines 83°-81° forward, 79°-78° aft.

A.D. Kinsale
1st Ensign U.S.N.

From Merid: to 4 P.M.

Clear and pleasant. Stiff breeze from E.N.E. On course N by N. 1/2 N. under for topmast staysail, double reefed topsails and sparker, with head hauled down. Had exercise as follows: from 1.30 to 2.30, signals watch on deck. From 3.00 to 3.30 setting up for all apprentices.

N.P. Coleman
2nd Ensign U.S.N.

From 4 to 8 P.M.

Stiff breeze from E.N.E. and N.E. by E. Fair and pleasant. At 5.45 sent down royal and topgallant yards. At 7.51 by order of Commanding Officer changed course to S. by N. per Standard. At end of watch by the wind on starboard tack, under for topmast staysail, fore of sparker and double reefed topsails. Apprentices at the wheel.

Geo. R. Green
1st Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Moderate to stiff breeze from E.N.E. Lower N.W. (pc) from 8 P.M. Under same sail as in preceding watch. By the wind. Apprentices at the wheel. At 9 P.M. hauled in patent log 82.4 knots.

H. Purcell
1st Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from Martinique, N. I. to Santa Cruz, N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heed.	Lowest.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Temp. of Clear Sky, in Fohs.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	3	1	6																
1	2	4	Faded in	N. N. E.	N. E. by E.	4-5	4	1	30.26	76	76	73	78	bc.	circ. cum.	7	8		
2	2	8	"	"	"	4-5	4	1	30.24	76	76	73	78	"	"	6	"		
3	3	0	"	"	"	4-5	4	1	30.22	76	76	73	79	"	"	8	"		
4	2	0	"	"	"	4-5	4	1	30.22	76	76	73	79	"	"	6	"		
5	2	3	"	N. by N. 1/2 N.	"	4-5	4	1 1/2	30.22	76	76	73	78	"	"	8	M.		
6	2	5	"	N. N. E.	"	4-5	4	1 1/2	30.24	76	76	73	78	"	"	6	"		
7	3	0	"	"	E. N. E.	4-5	4	1	30.26	76	76	73	78	"	"	6	"		
8	2	5	"	N. by N. 1/2 N.	"	4-5	4	1 1/2	30.27	77	76	73	78	"	"	7	"		
9	2	6	"	N. N. E.	"	5	4	1 1/2	30.30	78	77	73	79	"	"	7	"		
10	3	8	"	"	"	5	4	1	30.31	78	78	74	79	"	"	7	"		
11	3	8	82.4	"	"	5	4	1	30.30	79	78	74	79	"	"	6	"		
Noon.	3	9	86.3	N. by N.	"	5	4	1	30.30	78	78	74	79	"	"	7	"		

66.2 Distance run by Log.

Course and distance made good since preceding noon by observations, *N. N. 1/4 N.* 84 knots. tenths.

Position at Noon:	Latitude by D. R.	16° 28' N. "
	Longitude by D. R.	62° 42' W. "
	Latitude by observations of ☉	16° 29' N. "
	Longitude by chronometer from Forenoon Observations of ☉	62° 58' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	16° 17' N. "
	Longitude by <i>Observation ☉</i>	62° 50' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	16° 52' N. "
	Longitude by <i>Chronometer from Afternoon Observation ☉</i>	63° 13' W. "

Current during the time, 16 knots tenths per hour, setting to the *N. 1/4 N.*

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	" variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	" variation used, 0
Water expended during the preceding 24 hours,		400	gallons.
Water	during the preceding 24 hours,		"
Water remaining on hand fit for use at Noon,		750	"
Coal consumed during the preceding 24 hours,		tons 640	lbs.
Coal remaining on hand at Noon,		63	" 1155 "

P. M.																		
1	2	7	89.0	N. by N. 1/2 N.	E. N. E.	4	3	1 1/2	30.28	78	78	74	79	b.c.	circum.	8	M.	
2	2	8	91.8	"	"	4	3	1 1/2	30.26	79	79	74	79	"	"	7	"	
3	3	3	95.1	"	"	5	3	1 1/2	30.23	79	79	75	79	"	"	6	"	
4	3	1	98.2	"	"	5	3	1 1/2	30.21	79	78	74	78	"	"	6	"	
5	4	0	2.2	N. N. E.	"	4-5	3	1	30.21	78	78	74	78	"	"	7	S	
6	3	9	6.1	N. by N. 1/2 N.	"	4-5	3	1	30.23	77	77	73	79	"	"	7	"	
7	3	2	9.3	N. 1/4 N.	"	4-5	3	1	30.24	77	77	73	79	"	"	5	"	
8	3	9	13.2	N. by N.	"	4-5	3	1	30.25	77	77	73	79	"	"	9	"	
9	3	7	16.9	"	"	4-5	3	1	30.27	76	77	73	78	"	"	8	"	
10	4	1	21.0	"	"	4-5	3	1	30.26	76	76	73	77	"	"	8	"	
11	3	5	24.8	"	"	5	3	1	30.26	76	76	73	77	"	"	9	"	
Mid.	3	5	28.0	"	"	5	3	1	30.26	76	76	73	77	"	"	8	"	

under the command of

Commander Louis Kingsley
Friday, March 15

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair. Moderate to stiff breeze from N.E. by E. Barometer falling. Ship under for topmast staysail, double reefed topsails and foot of spanker, close hauled on starboard tack.

W.B. Whitsley
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and pleasant. Moderate and stiff breeze from E.N.E. and N.E. by E. Course N.W. By the wind on starboard tack making 4 by N.W. to N.E. (p.c.) No change in sail. Moderate sea. No land in sight at end of watch.

R.D. Fissale
Ensign U.S.N.

From 8 A.M. to Merid.

Fair and pleasant. Stiff breeze from E.N.E. At 9 o'clock set jib and hauled out head of spanker. At 9.30 mustered at quarters after which had exercise as follows: "All hands clear ship for action" 9.41. General Quarters 9.50. Drums reported as follows: 1st Division, 2 min.; 2nd Division, 2 1/2 min.; 3rd Division, 2 min.; Forward Order 1 1/2 min.; After Order 1 1/2 min.; Manoeuvres, 2 1/2 min. At 10.30 ceased and called "All hands air boding" and tired up boding to air in rigging. At end of watch under double reefed topsails, jib, for topmast staysail and spanker, by the wind heading 4 by N. on starboard tack. Apprentices at wheel. Temperature of magazines 53°-51° forward, 49°-78° aft.

R.A. Bowman
Ensign U.S.N.

From Merid. to 4 P.M.

Moderate to stiff breeze from E.N.E. Fair and pleasant. At 2.00 started fire under boiler "B" for distilling. By the wind on starboard tack under same sail as in preceding watch. Enlisted for three (3) years, general service, L.M. Kelly, Roman, and by authority of Commanding Officer rated him Acting Portuguese Mate 1 class, to date from this date. Apprentices at the wheel.

G. S. Green
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Moderate to stiff breeze from E.N.E. At 5.35 exercised at fire quarters. At 5.55 commenced close reefing topsails. At end of watch under same sail as in preceding watch. Course by the wind. Apprentices at the wheel. At 5.50 commenced distilling, using boiler "B".

J.P. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear. Moderate to stiff breeze from E.N.E. Barometer steady. At 8.00 set course 4 by N. At 11 o'clock took in jib and spanker. Distilling. Ship under sail alone steering a course. Blackie of a watch light inlets on barge along's points forward starboard beam, at intervals during first half hour of watch.

W.B. Whitsley
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Martinique, I. S. to Santa Cruz, I. S.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prep. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Low est.	Height in inches.	Ther. at 4.	Dry Bulb.	Wet Bulb.	Water at Surface.		
A. M.	4	7													
1	2	0	29.9	N. by E.	E. N. E.	4-5	3	1	30.25	76	76	73	77	b.c.g.	circum. 7
2	2	0	31.4	N. by E. 1/2 E.	"	4-5	3	1	30.25	76	76	73	77	"	6
3	2	2	Healed in	"	"	4-5	3	1	30.24	76	76	73	78	"	comm. 4
4	2	2	"	"	"	4-5	3	1	30.23	76	76	73	78	"	4
5	2	2	31.4	S. by E.	N. E. by E.	3-6	2	1 1/2	30.22	75	75	73	78	b.c.g.p.	2
6	2	0	32.9	E. N. E.	"	4-5	2	0	30.22	74	74	72	78	"	2
7	2	0	34.3	N. by E. 1/2 E.	E. N. E.	3-6	2	1 1/2	30.25	75	75	73	78	b.c.g.	4
8	2	0	36.0	N. by E.	"	3-6	2	1 1/2	30.27	76	75	73	78	b.c.g.p.	2
9	3	0	39.0	N. by E. 3/4 E.	"	6	3	1 1/2	30.30	76	75	73	79	b.c.g.	circum. 4
10	3	5	42.5	"	"	6	3	1 1/2	30.33	76	75	73	79	"	4
11	3	2	45.7	N. by E. 1/4 E.	"	5	3	1 1/2	30.32	77	76	74	79	"	5
Noon.	2	5	46.4	N. 1/2 E.	E. by N.	5	3	1 1/2	30.30	77	76	74	79	b.c.	7

72 5 Distance run by Log.

Course and distance made good since preceding noon by observations, N. 1/2 E. 70 knots. tenths.

Position at Noon:	Latitude by D. R.	17° 0' 30" N.
	Longitude by D. R.	63° 0' 36" W.
	Latitude by observations of ☉	17° 0' 25" N.
	Longitude by chronometer from Forenoon Observations of ☉	63° 0' 43" W.
Position at 8 A. M.	Latitude by D. R. from Noon	17° 0' 15" N.
	Longitude by observation ☉	63° 0' 36" W.
Position at 8 P. M.	Latitude by D. R. from Noon	17° 0' 37" N.
	Longitude by chronometer from Afternoon observation ☉	63° 0' 52" W.

Current during the time, 8 knots tenths per hour, setting to the S. 1/4 E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head " " " " variation used, 0° 30' W.

Error of the Compass by Azimuth ☉ observed at " " " " " " " " " " " "

Deviation of the Compass by Azimuth ☉ observed at " " " " " " " " " " " "

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 817 "

Water remaining on hand fit for use at Noon, 1117 "

Coal consumed during the preceding 24 hours, 1 tons 560 lbs.

Coal remaining on hand at Noon, 62 " 595 "

P. M.																	
1	1	5	Healed in	N 1/2 E.	E. by N.	4	3	1 1/2	30.25	77	76	74	79	b.c.	circum.	6	3
2	1	6	"	"	"	4	3	1 1/2	30.25	78	77	74	79	"	"	8	"
3	1	5	"	N 3/4 E.	"	4	3	1 1/2	30.22	78	78	75	79	"	"	8	"
4	1	6	"	"	"	4	3	1 1/2	30.20	78	78	75	78	"	"	7	"
5	1	9	"	N. by E.	"	4	3	1 1/2	30.22	78	76	74	78	"	"	7	"
6	1	8	"	N 1/2 E.	"	4	3	1 1/2	30.23	77	77	74	78	"	"	6	"
7	1	6	"	"	"	4	3	1 1/2	30.23	76	76	74	78	"	"	7	"
8	1	4	"	N 1/4 E.	"	4	3	1 1/2	30.26	76	76	74	78	"	"	8	"
9	1	0	"	S 1/2 E.	E. N. E.	4	3	1	30.29	76	76	74	78	"	"	9	"
10	1	7	"	"	"	4	2	1	30.31	76	76	74	78	"	"	9	"
11	1	5	"	"	"	4	5	2	1	30.31	76	76	74	78	b.c.g.	"	8
Mid.	1	5	"	S 1/2 E.	"	3	4	2	1	30.31	75	75	73	78	"	circ. wind	7

under the command of

Commander Louis Kingsley
Saturday, March 16

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear to fair. Cool. Moderate to stiff breeze in squalls from E.N.E. Clouds and rain squalls passed ahead during watch. Course S by E. which was made first hour; afterward by the wind on starboard tack, making S by N. 1/2 E. Under for topmast staysail and double reefed topsails. Moderate sea. Distilling. Midnight.

R. T. Fiske
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy, with passing squalls and rain. Breeze to fresh breeze in squalls from E.N.E. to N.E. by E. At 5.45 sighted Faba Island on starboard bow and commenced taking soundings every half hour, no bottom at 35 fathoms. At 6.45 sighted St. Eustatius Island on starboard beam. At 5.50 by order of Commanding Officer, changed course to N. by N. and at 6.10 changed to S by N. Ahead of watch under for topmast staysail and double reefed topsails heading S by N. by the wind on starboard tack. Distilling with banded fire under boiler B.

N. A. Coleman
Ensign U. S. N.

From 8 A.M. to Merid.

Clear to stiff breeze from E.N.E. to E. by N. Partly cloudy and warm. By the wind on starboard tack, under same sail as in preceding watch. Faba Island in sight on starboard hand. Passing over Faba Bank taking soundings with the following results: At 8.30, 22 1/2 fathoms; fine clay and sand; at 8.45, 18 fathoms; white sand, broken shell; at 9.00, 19 fathoms; black and red speck, broken shell; at 10.00, 20 1/2 fathoms; fine sand, broken shell; at 11.00, 24 fathoms; black sand; at 12.00, 22 1/2 fathoms; coarse black sand. Distilling with banded fire under boiler B. Apparent at the wheel. Temperature of magazine, 82° 51' forward, 80° 73' aft.

W. B. Fiske
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Moderate breeze from E. by N. By the wind under same sail as in preceding watch. At 10 o'clock got a sounding in 27 fathoms; finer, broken shell; At 2 o'clock got 47 fathoms and no bottom. Found out clothing and small stores. Distilling, using boiler B. Apparent at the wheel. Faba Island in sight on starboard beam.

H. F. Fiske
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear. Moderate breeze from E. by N. Barometer rising. At 5.15 set the spar. At 6 o'clock exercised at close reefing the topsails; at 6.15 leaving the ship under for topmast staysail, double reefed topsails and sparker. At 7.15 sighted a white light 1/2 point abeam the starboard beam, drawing forward during set of watch. Distilling. Ship under sail alone; close hauled on starboard tack.

W. B. Fiske
Lieutenant U. S. N.

From 8 P.M. to Merid.

Clear and pleasant. Moderate E. by N. breeze. By the wind on starboard tack until 8.15, when worn ship, bringing by the wind on port tack. No change in sail. Moon rose at 11.40. Distilling.

R. T. Fiske
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from *Martinique, I. to Santa Cruz, I.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER		TEMPERATURE.				State of the Weather, by symbols.	Furms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4.	Air at 1.	Air at 2.	At Wind Miles.	Water at Surface.				
A. M.	19	1																	
1	1	8	<i>Tradedies</i>	$\text{SE } \frac{1}{4} \text{ E.}$	<i>NE by E.</i>		4	2	$1\frac{1}{2}$	30.29	76	76	75	77		b.c.	<i>circum.</i>	8	SE
2	2	5	"	$\text{SE } \frac{1}{2} \text{ E.}$	"		4	2	$1\frac{1}{2}$	30.26	76	76	75	77		"	"	6	"
3	2	2	"	"	"		4	2	$1\frac{1}{2}$	30.26	76	76	75	77		"	"	5	"
4	2	0	"	$\text{SE } \frac{1}{4} \text{ E.}$	"		4	2	$1\frac{1}{2}$	30.26	76	76	75	77		"	"	5	"
5	3	0	"	SE	<i>NE.</i>		5	2	$1\frac{1}{2}$	30.25	76	76	75	78		b.c. p.g.	<i>circum.</i>	4	"
6	2	5	"	$\text{SE } \frac{1}{2} \text{ E.}$	"		4	2	$1\frac{1}{2}$	30.25	75	75	74	78		"	"	3	"
7	2	1	"	SE	"		4	2	$1\frac{1}{2}$	30.27	76	75	74	77		b.c.	"	4	"
8	2	0	"	"	"		4	2	$1\frac{1}{2}$	30.29	76	75	74	77		"	"	6	"
9	2	0	"	"	"		4	2	$1\frac{1}{2}$	30.29	78	78	75	79		"	<i>circum.</i>	7	"
10	2	2	"	"	"		4	2	$1\frac{1}{2}$	30.30	78	78	75	79		"	"	6	"
11	2	0	"	"	"		4	2	$1\frac{1}{2}$	30.29	78	80	76	79		"	"	7	"
Noon.	2	1	"	"	"		4	2	$1\frac{1}{2}$	30.28	78	81	77	79		"	"	7	"

45 . 5 Distance run by Log.

Course and distance made good since preceding noon by observations, $\text{SE } \frac{1}{2} \text{ E.}$

11 knots. tenths.

Position at Noon:	Latitude by D. R.	$17^{\circ} 12' \text{ N.}$
	Longitude by D. R.	$63^{\circ} 37' \text{ W.}$
	Latitude by observations of \odot	$17^{\circ} 12' \text{ N.}$
	Longitude by chronometer from Forenoon Observations of \odot	$63^{\circ} 44' \text{ W.}$
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	$17^{\circ} 19' \text{ N.}$
	Longitude by <i>Observation</i>	$63^{\circ} 48' \text{ W.}$
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	$17^{\circ} 01' \text{ N.}$
	Longitude by <i>Observation</i>	$63^{\circ} 43' \text{ W.}$

Current during the time, 7 knots tenths per hour, setting to the *West*.Deviation of the Compass by Azimuth \odot observed at $8^{\text{h}} 45^{\text{m}}$, ship's head SE $1^{\circ} 04' \text{ W.}$ Deviation of the Compass by Azimuth \odot observed at $8^{\text{h}} 45^{\text{m}}$, ship's head SE $1^{\circ} 12' \text{ E.}$ variation used, $0^{\circ} 30' \text{ W.}$ Error of the Compass by Azimuth \odot observed at , ship's head $0^{\circ} 08' \text{ W.}$ Deviation of the Compass by Azimuth \odot observed at , ship's head $0^{\circ} 08' \text{ W.}$ variation used, $0^{\circ} 08' \text{ W.}$

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

1160 "

Water remaining on hand fit for use at Noon,

1817 "

Coal consumed during the preceding 24 hours,

1 tons 960 lbs.

Coal remaining on hand at Noon,

60 " 1875 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 4.	Air at 1.	Air at 2.	At Wind Miles.	Water at Surface.	State of the Weather, by symbols.	Furms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1	1	6	<i>Tradedies</i>	$\text{SE } \frac{1}{2} \text{ E.}$	<i>NE by E.</i>	4	2	$1\frac{1}{2}$	30.26	78	83	78	79		b.c.	<i>circum.</i>	8	SE
2	1	3	"	$\text{SE } \frac{1}{2} \text{ E.}$	"	4	2	$1\frac{1}{2}$	30.25	78	84	78	79		"	"	8	"
3	1	4	"	"	"	3	2	$1\frac{1}{2}$	30.24	78	82	77	79		"	"	9	"
4	1	6	"	$\text{SE } \frac{1}{4} \text{ E.}$	"	3	2	$1\frac{1}{2}$	30.24	77	80	76	79		"	"	6	"
5	1	6	"	$\text{SE } \frac{1}{2} \text{ E.}$	"	3-4	2	1	30.24	78	80	76	79		"	"	7	"
6	1	5	"	"	"	3-4	2	1	30.24	77	78	75	78		"	"	8	"
7	1	6	"	"	"	3-4	2	1	30.24	77	78	75	78		"	"	7	"
8	1	8	"	"	"	3-4	2	$1\frac{1}{2}$	30.26	77	78	75	78		"	"	9	"
9	0	5	"	$\text{SE } \frac{1}{2} \text{ E.}$	<i>E. NE.</i>	3	2	$1\frac{1}{2}$	30.28	77	77	74	78		"	"	5	"
10	1	8	"	$\text{SE } \frac{1}{2} \text{ E.}$	"	3	2	$1\frac{1}{2}$	30.28	76	77	74	78		b.c. p.	<i>circum.</i>	4	"
11	1	8	"	$\text{SE } \frac{1}{2} \text{ E.}$	"	3	2	$1\frac{1}{2}$	30.28	76	76	73	78		b.c.	"	5	"
Mid.	2	0	"	"	"	3	2	$1\frac{1}{2}$	30.28	76	77	74	77		"	"	7	"

19 . 5

under the command of

Commander Louis Kingsley
Sunday, March 17

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Bright moonlight. Moderate breeze from N.E. by E. At end of watch under for topmast staysail, double reefed topsails and spraker, by the wind on port tack heading $75^{\circ} 1/2^{\circ}$. Course 75° . Apprentices at the wheel. Distilling with banked fires under boiler 'B'.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Stiff to moderate breeze from N.E. Partly cloudy; equally fresh breeze. Got a sounding at 6.30, in $19 1/2$ fathoms of water, coral bottom, Faba Island bearing about E. N.E. By the wind on port tack, making course 75° last two hours under same sail as in preceding watch. Went at 8.00 aboard no bottom at 41 fathoms, Faba Island bearing 45° by $6 1/2^{\circ}$ (pc). Distilling with fire banked under boiler 'B'. Apprentices at the wheel.

J. R. O'Connell
Lieutenant U. S. N.

From 8 A.M. to Merid

Clear. Moderate breeze from N.E. At 9.30 mustered at quarters. Commanding Officer inspected crew and ship and then held Divine Service. By the wind. Course 75° pc. Under same sail as in preceding watch. Distilling, using boiler 'B'. Apprentices at the wheel. Faba Island bearing $45^{\circ} 1/2^{\circ}$ pc. at end of watch. At 12 M. got sounding in $52 1/2$ fathoms, no bottom. Temperature of magazine, $82^{\circ} 80^{\circ}$ forward, $80^{\circ} 77^{\circ}$ aft.

J. P. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear and pleasant. Gentle to moderate breeze from N.E. by E. Barometer falling. Ship close hauled on port tack. Faba Island in sight on port beam. Distilling.

W. B. W. Hutchins
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle to moderate breeze from N.E. by E. By the wind on port tack. No change in sail. At sunset Faba Island bore about $45^{\circ} 1/2^{\circ}$. Distilling.

R. D. Finsdale
Ensign U. S. N.

From 8 P.M. to Mid.

Generally clear, with occasional passing clouds. Bright starlight. Gentle breeze from E. N.E. From 8.15 to 8.35 engaged in evading ship from heading 75° by 6° to N. N.W. At end of watch under for topmast staysail, double reefed topsails and spraker, on starboard tack, heading 45° by 4° . Apprentices at the wheel. Distilling with banked fires under boiler 'B'.

N. A. Coleman
Ensign U. S. N.

J. B. Little
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Martinique N. I. to Santa Cruz N. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Progn. of Clear Sky, in fifts.	State of the Sea.		
					Direction by Standard Compass.	Force.		Height in inches.	Ther. air.	Air, dry bulb.	Air, wet bulb.					Water at Surface.	
A. M.	19	5															
1	2	0	Hauled in	North	E. by N.	3 2	1 1/2	30.25	76	77	74	77	b.c.	cir cum.	7	5	
2	2	0	"	"	"	3 2	1 1/2	30.24	76	77	74	77	"	"	7	"	
3	1	7	"	"	"	3 2	1 1/2	30.23	76	77	74	77	b.	more.	10	"	
4	1	7	"	"	"	3 2	1 1/2	30.24	76	77	74	78	"	"	10	"	
5	1	6	"	N 1/2 N.	"	3 1/2	2	1	30.24	76	77	74	78	b.c.	cumulat.	8	"
6	1	8	"	N 1/4 N.	"	4 2	1	30.23	75	76	73	78	"	"	8	"	
7	1	8	"	North	East	4 2	1	30.23	75	76	73	78	"	"	7	"	
8	2	7	"	"	"	4 5	2	1	30.26	76	77	74	78	"	"	6	"
9	2	9	"	"	"	4 5	2	1	30.27	77	77	74	79	"	cir cum.	7	"
10	1	0	"	"	"	4 5	2	1	30.30	78	78	74	79	"	"	7	"
11	1	6	"	"	"	4 5	2	1	30.32	79	78	74	79	"	"	8	"
Noon.	2	2	"	"	"	4 2	1	30.31	78	78	74	79	"	"	8	"	

42.5 Distance run by Log.

Course and distance made good since preceding noon by observations, *SE by E 1/4 E* 9 knots. tenths.

Position at Noon:	Latitude by D. R.	17° 28' N.
	Longitude by D. R.	63° 49' W.
	Latitude by observations of ☉	17° 21' N.
	Longitude by chronometer from Forenoon Observations of ☉	63° 53' W.
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	17° 14' N.
	Longitude by <i>Observation</i>	63° 51' W.
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	17° 37' N.
	Longitude by <i>Chronometer from Afternoon Observation</i>	63° 59' W.

Current during the time, 8 knots tenths per hour, setting to the *SE 1/4 E*.Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head North 1° 50' N.Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head " 0° 10' E variation used, 0° 30' N.

Error of the Compass by Azimuth ☉ observed at " ship's head " " "

Deviation of the Compass by Azimuth ☉ observed at " ship's head " variation used, " "

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1147 "

Water remaining on hand fit for use at Noon, 2864 "

Coal consumed during the preceding 24 hours, 1 tons 320 lbs.

Coal remaining on hand at Noon, 59 " 1555 "

P. M.																	
1	2	5	47.2	North	East	3	2	1	30.29	78	78	73	79	b.c.	cir. cum.	8	5
2	2	4	48.0	"	"	3	2	1	30.25	79	78	74	79	"	"	8	"
3	2	2	Hauled in	"	"	3	2	1	30.24	79	78	74	79	"	"	8	"
4	2	3	"	"	"	3	2	1	30.23	78	78	74	79	"	"	8	"
5	1	9	"	S. 1/2 N.	E. by N.	3	2	1 1/2	30.24	77	78	74	79	"	"	8	"
6	1	5	"	S. 3/4 N.	"	3	2	1 1/2	30.25	77	77	73	79	"	"	7	"
7	2	0	"	S. 1/2 N.	"	3	2	1	30.25	77	77	73	79	"	"	7	"
8	1	6	48.0	S. 3/4 N.	"	3	2	1 1/2	30.26	77	77	73	79	"	"	7	"
9	3	9	51.9	SE. 1/4 N.	"	3	0	0	30.28	78	77	74	78	"	"	7	"
10	3	9	51.9	"	"	4	0	0	30.28	78	77	74	78	"	"	7	"
11	3	4	55.8	"	"	4	0	0	30.28	78	77	74	78	"	"	7	"
Mid.	3	6	59.4	"	"	4	0	0	30.29	78	77	74	77	"	"	8	"

under the command of

Commander Louis Kingsley
Monday, March 18

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from E. by N. Fair first half, clear last two hours. Moon rose at 12.35. Under for topmast staysail, spanker, and double reefed topsails, on starboard tack, making course North. Distilling, with fires banked under boiler B. Apprentices at the wheel.

A. R. Beard
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Gentle to stiff breeze from E. by N. and East. On course North per. last two hours. Under same sail as in preceding watch. Distilling, using boiler B. Flushed bilges. Apprentices at wheel.

H. R. Rull
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant. Stiff to moderate breeze from East. Barometer steady. At 9.30 mustered crew at quarters, then exercised at crossing light yards and making all plain sail to ensue, making and taking in sail, finally shortening sail and at 10.40 heaving ship under jib, for topmast staysail, double reefed topsails and spanker. From 10.45 to 11.40 exercised apprentices of the watch at heaving the lead. Distilling. Fath Islands in sight on starboard bow. Temperature of magazine 82°-80° forward, 80°-79° aft.

W. B. Whittlesy
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle breeze from East. Course North. Exercised apprentices of starboard watch in heaving lead and both watches in gymnastics, 3rd and 4th periods respectively. Smooth sea. Fath Islands bore E. by S. at 4 o'clock. No change in sail. Distilling. A number of apprentices were exercised at sub-caliber rifle practice using thing targets.

R. D. Fiacale
Ensign U. S. N.

From 4 to 8 P.M.

Clear. Bright starlight latter part. Gentle breeze from E. by S. At 5.50 exercised all hands in making sail to ensue and then taking in sail to double reefed topsails. At end of watch under double reefed topsails, for topmast staysail and spanker heading N¹/₂W. Apprentices at wheel. Stopped distilling at 7.30. Banked fires under boiler B.

W. A. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Gentle to moderate breeze from E. by N. Fair and pleasant. Bright starlight. By order of Commanding Officer changed course at 8.15 to S.W. by N. per Starboard. Took in spanker and reefed off, bedding her to the course at 8.35. Put on patch log at 9.00 reading 48. At 9.45 closed down main topsail and hoisted out reef tackle. Closed down for topsail at 10.30 and closed up main topsail at 11.15 to reduce spread. At end of watch on course S.W. by N, under for topmast staysail and double reefed for topsail closed down with reef tackle hoisted out. Once hoisted under boiler B. Apprentices at the wheel.

Examined and found to be correct.

A. R. Beard
Lieutenant U. S. N.

J. B. Milton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Santiago, N. I. to Santa Cruz, N. I. and anchored in Puerto Real, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Dep. of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	3	1	7													
1	3	6	63.0	SE by E.	E. by S.	4	0	30.29	76	76	73	77	b.c.	cum.	8	5
2	3	1	66.1	"	"	4	0	30.27	76	76	73	77	"	"	7	"
3	3	3	69.4	"	"	4	0	30.26	76	76	73	78	"	"	5	"
4	2	8	72.2	"	"	3-4	0	30.24	76	77	73	78	"	"	6	"
5	3	8	76.0	"	"	4-5	0	30.25	76	76	73	78	b.c. g.p.	"	4	"
6	3	5	79.4	SE by E.	E. N. E.	4	0	30.26	76	76	73	78	b.c.	"	4	"
7	2	0	83.4	SE by E.	SE by E.	4	2	30.27	76	76	73	78	"	"	7	"
8	6	0	91.4	"	"	4	2	30.28	76	76	73	78	"	"	7	"
9	3	5	94.6	"	E. N. E.	4	2	30.30	77	77	73	78	"	cir. cum.	7	"
10	1	6	98.1	"	"	3-4	0	30.30	78	78	74	78	"	"	7	"
11	6	2	99.9	"	"	4	0	30.30	78	78	74	78	"	"	6	"
Noon.	0	7	103.6	Standing in to Puerto Real.	"	4-5	0	30.27	79	78	74	78	"	"	6	"

85.0 Distance run by Log

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

576 "

2740 "

1 tons 2080 lbs.

57 " 1715 "

P. M.	Ship's head																
1	E. by S.	E. N. E.	3.5	30.25	81	80	74	b.c.	circum	6							
2	E. N. E.	"	3.4	30.23	81	80	74	"	"	7							
3	E. by S.	"	3.4	30.22	80	80	74	"	"	5							
4	E. N. E.	E. N. E.	3.4	30.21	79	79	74	"	"	5							
5	E. N. E.	"	3.4	30.20	79	79	74	"	"	5							
6	E. N. E.	E. N. E.	3	30.22	78	78	74	"	"	8							
7	E. N. E.	E. N. E.	3	30.24	77	77	74	"	"	7							
8	E. N. E.	E. N. E.	3	30.26	77	77	74	"	"	8							
9	"	"	2	30.27	76	77	74	"	"	9							
10	"	"	2	30.27	76	76	73	"	"	8							
11	"	"	2	30.26	76	77	74	"	"	7							
Mid.	E. N. E.	"	2-3	30.25	76	77	74	"	"	8							

under the command of

Commander Louis Kingsley
Tuesday March 19

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle to moderate breeze from E. by N. Course S.W. by N. po.
Under exam sail as at end of preceding watch. Moon now clouded about 1.30 o'clock.
Baked fire under boiler B. Apprentices at the wheel.

J. D. Purcell
1st Lieutenant U. S. N.

From 4 to 8 A.M.

Weather fair. Light rain squall during first hour. Moderate to stiff breeze from E. by N. to N.E. by E. Barometer rising. At 5 o'clock started fire under boilers C. and D. Large ship in sight on port quarter standing to Port and N.W. Made sail to double reefed topsails and changed course to N.W. by N. At daylight sighted Eastern end of Santa Cruz Island two points on starboard bow and changed course at 5.56 to N.W. 1/4 N. At 6.30 made sail to topgallant sails and changed course to N.W. 1/4 N. bringing Port end of Island 1/4 point on starboard bow. At 8 o'clock Santa Cruz Island East end bore N. by E. 1/4 E., Port end N.W. Commenced distilling at 6.45.

W. B. Purcell
2nd Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Moderate to stiff breeze from E. N.E. Course N.W. 1/4 N. until 8.30 when by order of Commanding Officer changed to N.W. 1/4 N., changing at 9.30 to N.W. by N.; at 11.15 to North; afterwards standing in to Predick's Road. Fire under boilers B. C. and D. All flying jib and royals at 8.30. Under sail until 11.30 when called all hands and fueled sail. Combed forepillar. Went ahead under steam alone at 11.40. At 9.30 mustered at quarters. Distilling. Temperature of magazine 82°-80° forward, 80°-77° aft.

R. D. Foadale
1st Ensign U. S. N.

From Merid. to 4 P.M.

Partly cloudy and pleasant. Gentle to stiff breeze from E. N.E. Barometer falling. Up to 12.14 steaming into anchorage in Predick's Road. At 12.14 let go starboard anchor in 8 fathoms of water, and veered to 45 fathoms chain. Buoys of anchorage. Flagstaff on Port E. S.E. 1/2 E. Prosperity chimney N.E. 1/4 N. (mag). Draft of ship 13 feet 1 inch forward and 15 feet 11 inches aft. Commanding Officer of Spanish Port paid an official visit to this ship. First an officer ashore to call on O. C. General O. F. General paid an official visit to this ship. Rigger out booms spread awning and rigged out boats. Allowed fire to die out under boilers B. C. and D. Commenced distilling with steam in head.

N. A. Goldman
1st Ensign U. S. N.

From 4 to 8 P.M.

Generally clear and pleasant. Gentle Easterly breeze. At sunset cut down topgallant and royal yards. Stopped distilling at 5.30.

R. D. Foadale
1st Ensign U. S. N.

From 8 P.M. to Mid.

Generally clear and pleasant. Light to gentle breeze from E. N.E.

N. A. Goldman
1st Ensign U. S. N.

Examined and found to be correct.

J. B. Melton
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Tuesday, March 20

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

2.40.

Light breeze from East. and S.E. Fair and pleasant. Moon rose at

J. R. Beaman
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle Easterly breeze. At 7.50 crossed topgallant and royal yards. Received in Pay Dept. following fresh provisions for issue to crew 103 $\frac{3}{4}$ lbs. vegetable Mescaline #3806, manufactured by H. J. Green, Brooklyn, N. Y. was signed accidentally by a blow

R. D. Liodale
Ensign U. S. N.

From 8 A.M. to Merid.

Partly cloudy with occasional light showers. Gentle to moderate breeze from East. Boats out for hold and pyrametric stor room and set up the standing rigging and rattled down for and main rigging. Commanding Officer made an official call on the Commodore of Port. Temperature of mercury 52° 80° forward, 80° 79° aft.

N. P. Coleman
Ensign U. S. N.

From Merid. to 4 P.M.

Moderate breeze from E. by S. and E. S.E. Fair and pleasant. Continued work setting up rigging and rattling down, bracing out for hold and after stor room, cleaned bilge under after stor room and started re-storing.

J. R. Beaman
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Moderate breeze to light air from E. S.E. to East. All hands to go swimming.

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Light breeze from East. Fair and pleasant

J. R. Beaman
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Wednesday March 21

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light to gentle breeze from E. by S.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Generally clear and pleasant. Light air from East to E. S. E. Steamship Caribbea came into port. Received on board the following fresh provisions 103 3/4 lbs. beef and 103 1/2 lbs. vegetables.

W. A. Bolleman
Ensign U. S. N.

From 8 A.M. to Merid.

Light breeze from E. S. E. Fair and warm. Continued work on rigging and for hold. Plushed rigging. Put an officer on board the American Schooner and found her to be the Bertha Thayer of Portland, 17 days from Philadelphia, with 700 tons of coal. Exercised 1st and 2nd cutter crews at boat sailing all the forenoon. Continued sub. caliber practice with Remington rifle (22 sub. caliber attachment) at floating target.

Geo. R. Beatty
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle to moderate breeze from S. E. Got out steam launch. Got up and hoisted sails in both launches and stepped masts. Exercised port watch boat crews of 1st and 2nd cutters in boats under sail and oars. Exercised rest of apprentices at sub-caliber practice with 1 pdr. N. at target 400 yards range. Restored bread in Paymaster's storeroom. Whitewashed the fore hold.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Gentle to light breeze from S. E. Fair and pleasant. Put swimming party to the beach.

Geo. R. Beatty
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Light air and breeze from S. E.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Moulton
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Friday, March 22

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant, with light airs from N.E. to E.N.E. Barometer falling. Morns rose at 3.45.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Light airs from E.N.E. Fair and warm. Begun re-stowing for hold. Received in Pay Dept. 103 1/4 lbs. fresh beef. 103 1/4 lbs. fresh vegetables.

J. R. Brown
Lieutenant U.S.N.

From 8 A.M. to Noon

Clear. Calm. Light airs and breeze from N.W. to S.W. At 9.30 mustered at quarters. Instructed Divisions in duties at Abandoning Ship. Exercised at Gun Quarters and then at Abandon Ship. Loaded and primed all boats. While lowering cutter O. Smith App. 3d suffered a contusion of two fingers of his right hand by getting them jammed between boat falls and strong back. At Gun Quarters, 1st Division reported 1st stream in 2 minutes 20 seconds; 2nd stream 2nd Division in 3 minutes, 15 seconds. Finished restoring for hold. By order of Commanding Officer placed O. Bently App. 3d, in solitary confinement on bread and water for 14 days for theft. Exercised Apprentices firing at target 400 yards range, 6 pdr. Duggs Schneider, Sub Caliber practice. Paid out monthly money to men of the crew. Disposition of magazines 54° 32' forward, 80° 79' aft.

H. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather fair. Light airs from N.W. to N.E. Barometer falling. Assisted in stream launch. Exercised apprentices at sub-caliber target practice. Expended 200 rifle cartridges of .45 caliber, and 400 rounds of .22 caliber in Ordnance Dept.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Light airs from South and East. Sent swimming party to bathe on beach. At 6.30 steamer Madras (English) came in with U.S. Mail and anchored.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight

Weather clear and pleasant. Light airs to light breeze from East to E.N.E. Barometer rising.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlroy,
Lieutenant U.S.N. Navigator.

under the command of

Commander Louis Kingsley
Saturday, March 23

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear, pleasant, but damp. Light E. N. Ely. air

R. D. Finsdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Light air from E. N. E. Calm second hour.

J. J. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant. Light air to light breeze from E. N. E. to S. E. N. Barometer steady. J. P. Lurvey (Ch. Cook & cl.) returned from liberty 2 hours overtime and J. P. O'Shiel and J. O. Karslow (Sawyer) 2 1/2 hours overtime. Quaid (Boading, 18 lbs. of coon, Kemp Day & Co. Contractor Jan. 1895) were condemned by Quarterly Board of Inquiry and thrown on board by order of Commanding Officer. J. O. Freeman (Ch. & cl.) and J. Stokley (Cl.) were absent without leave. Temperature of magazines 82° 80° forward, 80° 79° aft.

W. B. Whittlesey
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and warm. Light S. W. ly. to S. easterly air. First liberty party of apprentices and men on shore. W. L. Lightfoot (Ed.) returned on board 4 1/2 hours overtime.

R. D. Finsdale
Ensign U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant with light air from N. E. Barometer rising. At 5:00 clock mail steamer left the harbor. J. O. Freeman (Ch. & cl.) returned from liberty 12 hours overtime.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light air and breeze from N. E.

R. D. Finsdale
Ensign U. S. N.

Commander Louis Kingsley
Sunday March 24

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy at times but pleasant. Light air to light breeze from N.E. to N.E. by N. Barometer falling. Charles O'Keefe, Godwin, was taken out of the water at 12.05 from alongside the ship and after trying to resuscitate him until 10 clock, Prof. Eugene A. B. C. Cutter, pronounced him dead. He was on board immediately previous to this.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather cloudy with passing showers during first and last hours of watch. Light air to light breeze from N.E. Barometer rising. Received in Pay Dept. 105 3/4 lbs. of fresh beef and 103 3/4 lbs fresh vegetables.

W. B. Whittell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy, with passing rain and showers first part of watch. Gentle to moderate breeze from N. N.E. to N.E. At 9.30 mustered at quarters. Commanding Officer inspected ship and crew. J. Strickly (box), absent from the ship without leave. A Board of Inquiry ordered by the Commanding Officer to investigate the circumstances attending and cause of the death of Charles O'Keefe, (Godwin), of which Lieut. J. B. Milton, U. S. N., is senior member met at 11.30 and viewed the body of the deceased, adjourning at 11.45, until 1 P.M. to-day, when suitable investigation will be made. Temperature of magazines 82°-80° forward, 80°-77° aft.

R. D. Thiele
Ensign U. S. N.

From Noon to 4 P.M.

Cloudy at times; generally pleasant. Gentle to moderate breeze from N.E. to N.E. by E. Received on board a coffin to receive the remains of Charles O'Keefe, (box) U. S. Navy. At 30 clock the Priest of the Catholic Church came on board and conducted the funeral service for the remains of the aforesaid Charles O'Keefe, box U. S. N.; all hands being called to bury the dead and at 3.40 the funeral party left the ship in the sailing launch, 1st and 2nd cutters, gig and dinghy. At 4 P.M. A Board of Inquiry met on this crew to inquire into the circumstances surrounding the death of Charles O'Keefe box U. S. N., and adjourned at 30 clock.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy; passing rain squalls first part of watch. Moderate to fresh N.E. by E. breeze in squalls. At 5.15 funeral party returned on board. At 5.55 had quarters for muster, J. Strickly (box) absent without leave.

R. D. Thiele
Ensign U. S. N.

From 8 P.M. to Midnight.

Generally clear. Light to stiff breeze in gusts from N. N.E. J. Strickly (box) returned on board, having been absent on liberty 36 hours.

N. A. Coleman
Ensign U. S. N.

J. B. Milton, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Monday March 25

, U. S. Navy,
1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy.

Stiff to moderate breeze blowing in squalls from N.E. by N.

Geo. R. O'Brien
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Moderate to fresh breeze from N. N.E. in squalls. Received in Pay Dept. the following fresh provisions for issue to crew 102 1/2 lbs. beef, 102 1/2 lbs. vegetables. Started five under boiler B. at 6 o'clock for purpose of distilling.

R. D. Tinsdale
Ensign U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Moderate to stiff breeze from N. N.E. to N.E. by E. At 9.15 called all hands loose sail and loosed sail to a bruntline to dry. At 9.30 mustered at quarters and had exercises as follows: from 9.30 to 10.15, divisional instruction in gunnery. From 10.45 to 11.30, starboard watch sail and spar and port watch, helms, lead and log and signals. Had cut caliber practice with port 6 pdr. and 1 pdr. at target anchored about 75 yards from ship. At 9.15 commenced distilling with backed fire under boiler B. At 10.30 furl'd sail. Temperature of magazine 83° 80° forward, 80° 79° aft.

N. A. Col Emon
Ensign U. S. N.

From Merid. to 4 P.M.

Stiff to moderate breeze from N.E. and N.E. by N. Partly cloudy and pleasant. Loaded sailing launch. Engaged securing boats and making general preparations for sea. Distilling with fire backed under boiler B.

Geo. R. O'Brien
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy. Stiff to moderate breeze from N.E. Loaded boats and secured for sea. Distilling with backed fire under boiler B.

N. A. Col Emon
Ensign U. S. N.

From 8 P.M. to Mid.

Stiff to moderate breeze from N.E. blowing in squalls. Fair and pleasant. Distilling with fire backed under boiler B.

Geo. R. O'Brien
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES
Ship Essex
Third Rate,

At anchor in Fredericks Road, Santa Cruz, St. I. and making passage to St. Thomas, V.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Lowest.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.	
					Direction by Standard Compass.	Height in inches.				Ther. at G.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																		
1				N.E.	N.E.		3			30.21	77	76	73	b.c.	cir. cum.	4		
2				"	"		3			30.18	76	76	73	"	"	4		
3				N.E. by N.	"		3			30.17	76	76	73	"	"	3		
4				N.E.	"		3			30.16	76	76	73	"	cum. mist.	3		
5				N.E. by N.	"		3			30.18	76	77	70	"	"	3		
6				"	N.E. by E.		3			30.16	78	76	70	"	"	3		
6.40			14.0	"	"		3			30.20	76	75	70	b.c. p.	cir. cum. mist.	3		
7	0	4	14.4	N. N. W.	"		4	4	1 1/2	30.22	77	75	70	79	"	"	4	
8	5	6	20.0	N. N. W. 1/2 E.	"		5	4	1	30.24	77	72	73	79	"	"	4	
9	5	4	25.4	N. N. W.	"		5	4	1	30.24	77	72	73	79	"	"	4	
10	6	2	31.6	N. 3/4 W.	"		5	4	1	30.24	77	72	73	79	"	"	4	
11	6	4	38.3	N. by E 1/4 E.	"		4	1	0	30.23	78	63	77	79	"	"	4	
Noon.	7	1	46.0	N. N. E.	"		4	1	0	30.20	78	73	77	79	"	"	4	

31. 7 Distances run by Log.

Course and distance made good since preceding noon by observations.

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	variation used, 0

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours, 450 gallons.

Water remaining on hand fit for use at Noon, 1064 "

Coal consumed during the preceding 24 hours, 1164 "

Coal remaining on hand at Noon, 3 tons 160 lbs.

52 " 2195 "

At anchor in the Harbor of St. Thomas, V.I.

P. M.																	
1	5	4	51.4	Ship's head	East	4				30.16	79	78	74	b.c.	cir. cum.	5	
2				E. by E.	"	3				30.14	80	79	74	"	"	6	
3				E. N. E.	E. N. E.	3				30.12	80	79	74	"	"	6	
4				"	"	2				30.11	80	79	74	"	"	6	
5				E. by N.	"	2				30.11	78	79	75	"	"	7	
6				N. E.	N. E.	2				30.12	79	79	75	"	"	7	
7				E. by N.	E. by N.	2				30.13	78	78	74	"	"	6	
8				"	"	2				30.14	78	77	73	"	"	6	
9				N. E.	"	2				30.16	78	77	74	"	"	7	
10				N. E. by E.	E. N. E.	3				30.18	78	77	74	"	"	9	
11				E. by N.	"	2				30.18	78	77	74	"	"	9	
Mid.				E. by N.	E. by N.	2-3				30.18	78	76	74	"	cum.	8	

under the command of

Commander Louis Knigley
Tuesday, March 26

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair. Gentle breeze from N.E. At 20 o'clock started fire under
boilers B. and D. Distilling using boiler C.

J. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally fair with light passing showers. Gentle to moderate breeze from N.E.
to N.E. by E. Rigged in lower boom, brought to starboard chain and hove in to 30 fathoms. At 6.20
called all hands up anchor; made sail to topsails at 6.40; hove up anchor at 6.45. At 6.50 made sail to
royals except mainmast, cast to port and brought ship on starboard tack heading S. by N. by the
wind. Took departure flagstaff on port bearing E. by S. distant 7 1/2 miles; passed log reading 14. Draft of
ship 13 feet 2 inches forward, 15 feet 11 inches aft. At 6.50 backed fire. At 7 o'clock took in royals. Unwound
propeller at 6.55. At end of watch on starboard tack by the wind heading S. by N., under plain sail to
topgallant sails (except mainmast) with main topsail. Backed fire under boilers B. C. and D. Distilling
by order of Commanding Officer received on board for passage to St. Thomas, C. Sa. Bar and Kardsby, Bk.

N. A. Kordeman
Ensign U.S.N.

From 8 A.M. to Noon.

Stiff to moderate breeze from N.E. by E. Fair and pleasant. Mustered crew at quarter
at 9.35. At 9.45 called all hands and shortened and furl'd sail, except fore and aft sail. Unwound propeller
and at 11.00 started ahead with engines using boilers B. C. and D. on course S. by E. 1/4 E. per Standard.
heading for St. Thomas Harbor. By order of Commanding Officer, changed course at 11.35 to S. by E. per
Standard. At end of watch St. Thomas Harbor in sight right ahead. Until 10.00 by the wind on starboard
tack under for topmast stay-sail, main topsail and plain sail to topgallant sails except mainmast.
By order of Commanding Officer detached J. Christ for water class to Landman for incompetency and bad
conduct. Average steam 55 lbs. Revolutions 43. Temperature of magazines 80° 50° forward, 80° 79° aft.

Geo. R. Brown
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear light to moderate breeze from E. N.E. and East. Steaming. At 12.40 took in
fore and aft sail. Flood dies and stopped to take on board Coal-Master at 12.40. Then started ahead
again stranding in for St. Thomas Harbor and came to anchor there at 1.05 in 4 fathoms water
muddy bottom, and hove to 15 fathoms on starboard chain. Commanding Officer received an official
note from the U. S. Consul. Bearings of anchorage light house S. by E. 1/2 E., Signal Station S. by E. 1/2 E. all
magnetic. Draft of ship 15 feet 11 inches aft; 13 feet 2 inches forward. Average steam pressure 55 lbs. revolution 42.
Distilling using boiler B. All hands fire to die out under boilers C. & D.

J. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Light breeze from N.E. to E. by N. Fair and warm. Distilling with fires banked
under boilers B.

Geo. R. Brown
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Light to gentle breeze from E. by N. and E. N.E. Distilling using boiler B.

J. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Meiller
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St. Thomas, P. R.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Lowest.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 5.	Air.	Wet Bulb.				
A. M.				<i>Ship's head.</i>											
1				East	E. N. E.	1		30.16	78	76	74	b.c.	cum.	7	
2				"	"	1		30.14	78	76	73	"	"	8	
3				"	"	1		30.12	78	76	73	"	"	8	
4				"	"	1		30.12	78	76	73	"	"	8	
5				E. by S.	E. S. E.	0		30.12	77	75	73	"	"	8	
6				"	"	0		30.12	77	75	73	"	"	8	
7				E. S. E.	E. N. E.	1		30.15	78	76	74	"	"	7	
8				E. N. E.	"	1		30.17	78	76	73	"	"	7	
9				East	East	3		30.20	79	77	74	"	"	6	
10				E. S. E.	S. E. E.	3		30.20	80	78	75	"	cum. nub.	5	
11				S. E. E.	S. E.	3		30.20	80	78	75	"	"	5	
Noon.				"	"	3		30.19	80	79	75	"	"	6	

S. 4 Distance run by log.

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	1
Longitude by D. R.	0	1
Latitude by observations of ☉	0	1
Longitude by chronometer from Forenoon Observations of ☉	0	1
Latitude by	0	1
Longitude by	0	1
Latitude by	0	1
Longitude by	0	1

Current during the time, knots , tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

1028 "

1792 "

1 tons 1280 lbs.

51 " 915 "

P. M.															
1		S. E. E.	S. E. E.	3				30.16	81	80	76	b.c.	cir. cum.	6	
2		"	"	3				30.14	81	80	76	"	"	6	
3		"	"	2				30.13	80	79	75	"	cum.	3	
4		S. E. by E.	S. E. by E.	2				30.12	80	79	75	"	"	4	
5		S. E.	S. E.	2				30.12	80	79	75	"	"	4	
6		N. N. E.	N. N. E.	1.2				30.14	79	77	74	"	"	5	
7		E. N. E.	N. E.	1.2				30.15	78	77	75	"	cum. nub.	4	
8		N. E.	"	1.2				30.16	79	77	75	"	"	5	
9		"	"	1				30.18	79	77	75	"	"	6	
10		N. E. by E.	"	1				30.18	78	77	75	"	"	7	
11		N. E.	"	2				30.18	78	77	75	"	"	7	
Mid.		N. E. by E.	"	2				30.17	78	77	75	"	"	7	

under the command of

Commander Louis Kingsley
Wednesday, March 27

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear. Calm to light airs from E. N.E. Barometer falling.
Distilling with boiler B.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Calms first two hours; light airs from E. N.E. last two. Partly cloudy and warm. Made preparations for coaling ship. Received on board in Pay Dept. 102 lbs. beef, 102 lbs. fresh vegetables and 52 lbs. fresh bread. Distilling with stacked fires under boiler B.

A. R. Black
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear. Gentle breeze from S.E. to East. Coaling ship. Received on board 100 tons of coal in Equipment Dept. from Horn, coaldealer. Distilling, using boiler B. Carried out a kegs from port quarter toaving ship and hung wind abeam. By order of Commanding Officer, released from confinement W. Bromby App 3d. Commanding Officer paid an official visit to the Honors of St. Thomas Island. Temperature of magesyus 55° 50° forward, 80° 74° aft.

J. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather fair. Gentle to light breeze from S.E. Barometer falling. At 10 o'clock stopped distilling and allowed fires to die out. Took in the kegs used in working ship. An officer from the Honors paid an official visit to this ship.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Light airs and breeze from N.E. to S.E. Received on board in Equipment Dept. 800 gallons fresh water.

J. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather clear. Light airs to light breeze from N.E. Barometer steady.

W.B. Whiteley
Lieutenant U.S.N.

J. B. McIlton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St. Thomas, W. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass. <i>Ship's head</i>	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4.	Air by Bulb.	Wet Bulb.				
A. M.															
1				N E.	N E.	2.5	30.16	78	77	75		b.c. pg. cum. mist		5	
2				"	"	3.5	30.14	78	77	75		b.c. g. n.		3	
3				"	"	2.4	30.13	78	77	75		b.c. g.		5	
4				"	"	2.4	30.13	77	76	74		b.c. pg.		4	
5				"	"	2	30.13	77	75	73		b.c. p.		5	
6				E. N E.	E. N E.	3	30.14	77	75	73		b.c.		6	
7				"	N E.	3	30.14	78	76	74		"		6	
8				N E.	"	3	30.17	78	76	74		"		7	
9				"	"	3	30.20	79	78	74		"		7	
10				"	"	3	30.21	80	78	74		"		6	
11				"	"	3	30.20	80	79	75		"		6	
Noon.				"	"	3	30.18	80	79	75		"		5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

692 gallons.

Water *received* during the preceding 24 hours,

800

Water remaining on hand fit for use at Noon,

1900

Coal consumed during the preceding 24 hours,

tons 640 lbs.

Coal *received*

150 - 275

Coal remaining on hand at Noon,

P. M.															
1		N E.	N E.	3	30.16	78	79	76	b.c. pg. cum. mist		2				
2		"	"	2	30.13	78	79	76	b.c.		3				
3		"	"	2	30.11	78	80	76	"		4				
4		N E. by E.	E. N E.	2	30.11	79	79	76	"		4				
5		N E.	"	2	30.11	80	79	77	"		7				
6		N E. by E.	N E. by E.	3	30.13	79	78	76	"		5				
7		"	"	3	30.14	79	78	76	"		8				
8		E. N E.	E. N E.	2	30.15	78	77	75	"		9				
9		"	"	2	30.18	79	77	75	"		9				
10		N E.	"	1	30.19	78	77	75	"		9				
11		"	"	1	30.19	78	77	75	"		9				
Mid.		E. N E.	"	1	30.18	78	77	75	"		8				

under the command of

Commander Louis Kingsley
Thursday March 28

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally cloudy, clearing at times. Light rain squalls.
Light to moderate N.E. breeze in squalls.

R. D. Fiske
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Light to gentle breeze from N.E. and E. N.E. Received in Dept. of Supplies and Accounts 102 lbs. each of fresh beef and vegetables and 52 lbs. of fresh bread.

H. Durrell
Lieutenant U. S. N.

From 8 A.M. to Merid.

A rather fair and pleasant, with gentle breeze from N.E. Barometer steady. At 9.30 mustered crew at quarters, after which exercised at clearing light yards and looking sail to a huzzah until 10.30. Fetched out and slung clean hammocks. At 11.45 fueled ship. Temperature of magesims 84° 52° forward, 80° 77° aft.

W. B. Whiteley
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy to fair and pleasant. Light N.E. breeze. Passing rain shows first hour. At 12.20 Schooner Vitada of N. Y. Yacht Club came in and anchored. At 2.30 Royal Mail Steamer came in harbor. Sent liberty parties of seamen and apprentices on shore.

R. D. Fiske
Ensign U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Light to gentle breeze from E. N.E. to N.E. by E. Barometer rising. At sundown sent down royal yards. Liberty party of apprentices returned except J. Duncan, F. Emory, and M. Kerans.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light air from E. N.E. Two vessels came to anchor outside of harbor.

R. D. Fiske
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Friday, March 29

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

from East to E.N.E.

Clear and pleasant. Bright starlight. Light airs to light breeze

N. A. Coleman
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and pleasant. Light airs to light breeze from East. Barometer rising. Apprentices J. Duncan and F. Kians returned from liberty 18 hours overtime. Received in Bay. Depth 102 lbs. fresh beef, 102 lbs. fresh vegetables and 85 lbs. fresh bread. Filled hammocks

W.B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and pleasant. Light to gentle Easterly and E. by E. breeze. At 9.40 had quarters for muster and inspection. At 9.49 called "clear ship for action" and at 10.00 rounded to "General Quarters". Divisions reported ready in following times: Forward Powder 1 min; 30 sec; 1st Division 2 min; 2nd Division 2 min; 5 sec; After Powder 2 min; 15 sec; Mangroes 2 min; 25 sec; 3rd Division 4 min; 25 sec; Got spring on cable wearing 5 fathoms and spring ship to make guns bear 200 feet. Secured at 10.47. Hove in to 15 fathoms on chain. By order of Commanding Officer, Joe Maria (Mex. Attd.) was temporarily transferred to Danish Military Hospital at St. Thomas for treatment. British Steamship "C.K." went on the lifting Dock at 10 o'clock. Temperature of magazines 83° 80° forward, 80° 79° aft.

R.D.isdale
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breeze from E. by E. Barometer falling. Allowed much class of boys to go ashore on liberty.

N. A. Coleman
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light E. by E. and N. by E. breeze. Liberty party of apprentices returned.

R.D.isdale
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Light airs and breeze from N.E. Barometer steady.

N. A. Coleman
Lieutenant U.S.N.

under the command of

Commander Louis Kingsley
Saturday, March 30

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Bright starlight.

Light breeze from N.E. and E.N.E. Fair and pleasant.

Geo. R. Cleary
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light Easterly air and breezes. Received in Pay Dept. the following fresh provisions for issue to crew, 102 lbs. beef, 102 lbs. vegetables and 82 lbs. bread.

R. D. Sisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Generally clear with passing showers during third hour of watch. Light to gentle breeze from E.N.E. to E.S.E. Finished cleaning ship. Catholic Priest came aboard and talked to the boys of the Catholic Church. Temperature of magazines 84° 82° forward, 80° 79° aft.

N. A. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Moderate to gentle breeze from S.E. and E.N.E. Fair and pleasant. Sent a liberty party ashore of new and Merid and first class conduct boys. Sent a working party of new and boys to assist in getting underway the British four-masted ship "Alyra". Dusted magazines, flood cocks and found them in working order.

Geo. R. Cleary
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze from E.N.E. Barometer rising. Four-masted ship "Alyra" got underway. Liberty party of boys returned aboard. Pumped out bilges.

N. A. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Gentle breeze from E.N.E. Clear and pleasant. Bright starlight.

Geo. R. Cleary
Lieutenant U.S.N.

J. B. McIlton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St. Thomas, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.				<i>Ship's head</i>													
1				<i>E. N. E.</i>	<i>E. N. E.</i>	2			30.14	78	77	73	<i>b.c.</i>	<i>circum.</i>			9
2				"	"	2			30.13	78	77	73	"	<i>circum.</i>			9
3				<i>E. by N.</i>	"	1			30.12	78	77	73	"	"			7
4				"	"	2			30.12	78	77	74	"	"			8
5				"	"	2			30.11	76	76	75	"	"			8
6				"	<i>East</i>	2			30.14	77	75	72	"	"			6
7				"	"	2			30.16	77	75	72	"	"			5
8				<i>East</i>	"	2			30.17	79	76	72	"	"			7
9				"	"	3			30.17	79	77	72	"	"			6
10				"	"	3			30.18	79	78	73	"	"			7
11				"	"	3			30.18	80	78	73	"	"			7
Noon.				"	"	3			30.16	80	78	73	<i>b.c.p.</i>	<i>circum.</i>			4

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	{ Latitude by D. R.	0	"	"
	{ Longitude by D. R.	0	"	"
	{ Latitude by observations of ☉	0	"	"
	{ Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	{ Latitude by	0	"	"
	{ Longitude by	0	"	"
Position at 8 P. M.	{ Latitude by	0	"	"
	{ Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 300 gallons.

Water received during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 400 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 150 " 1235 "

P. M.														
1	E. N. E.	E. N. E.	3	30.14	80	78	73	b. c.	circ. cum.	6				
2	E. by S.	E. ast	2	30.11	81	79	74	"	"	5				
3	E. S. E.	"	2	30.10	80	79	74	b. c. sp.	cum. strat.	5				
4	"	E. S. E.	2	30.10	80	79	73	b. c.	cum.	7				
5	East	East	2	30.09	80	79	73	"	"	8				
6	N. E. by E.	N. E. by E.	3	30.10	80	79	73	"	"	5				
7	"	"	2	30.11	79	78	72	"	cum. strat.	8				
8	E. N. E.	E. N. E.	3	30.12	78	77	72	"	cum.	7				
9	"	"	2	30.14	78	77	72	"	"	7				
10	"	"	3	30.14	78	77	72	b. c. sp.	cum. strat.	6				
11	"	"	3	30.14	78	76	72	b. c.	"	7				
Mid.	"	"	2	30.13	78	76	72	"	cum.	9				

under the command of

Commander Louis Kingsley
Sunday, March 31

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Light airs and breeze from E. N.E.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light airs from E. N.E. to East. Barometer rising. Allowed Catholic Church party to go ashore. Received on board the following fresh provisions, 102 lbs. meat, 102 lbs. vegetables and 82 lbs. bread.

N. A. Lashman
Lieutenant U. S. N.

From 8 A.M. to Noon.

Gentle breeze from East. Fair with passing showers last hour. Had divisional inspection at 9.45 and afterwards the Commanding Officer inspected ship and crew at quarters. At 10.30 Commanding Officer conducted Divine Service on board. Temperature of magazines 84° 82° forward, 80° 79° aft.

A. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Light to gentle breeze from E. N.E. to E. S.E.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Light to gentle breeze from East to N.E. by E. Fair and warm.

A. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Light to gentle breeze from E. N.E.

H. Purcell
Lieutenant U. S. N.

Approved,

Louis Kingsley
Commander U. S. N.

Commanding.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St Thomas, V.I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				COURSES STEERED by Standard Compass.	Direction by Standard Compass.				Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.				<i>Ship's head.</i>													
1				E. N. E.	E. N. E.	2			30.10	78	77	73		b.c.	cum. mist.	6	
2				East	"	2			30.08	78	77	73		b.c. p.	"	7	
3				"	"	2			30.06	77	76	73		b.c.	cum.	9	
4				E. by S.	"	1			30.06	77	76	73		"	"	8	
5				East	"	2			30.07	77	76	73		"	"	8	
6				"	East	2			30.09	77	76	73		"	"	8	
7				"	"	2			30.10	77	76	73		"	"	8	
8				"	"	3			30.13	77	76	73		b.c. p.	cum. mist.	4	
9				E. N. E.	E. N. E.	3			30.15	78	79	73		b.c.	cir. cum.	4	
10				E. S. E.	E. S. E.	3.4			30.15	79	78	73		b.c. g.	cum. mist.	3	
11				East	East	3.4			30.14	81	80	73		"	cir. cum.	3	
Noon.				S. E. by E.	S. E. by E.	3.4			30.12	82	81	74		"	"	6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	'	"
	Longitude by D. R.	o	'	"
	Latitude by observations of ☉	o	'	"
	Longitude by chronometer from Forenoon Observations of ☉	o	'	"
Position at 8 A. M.	Latitude by	o	'	"
	Longitude by	o	'	"
Position at 8 P. M.	Latitude by	o	'	"
	Longitude by	o	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water *rec'd* during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, tons 480 lbs.

Coal remaining on hand at Noon, 150 " 755 "

P. M.																	
1				S. E. by E.	S. E. by E.	3.4			30.09	82	80	73		b.c. g.	cir. cum.	7	
2				"	"	3.4			30.08	82	80	74		"	"	7	
3				"	"	3.4			30.06	82	81	75		"	"	6	
4				East	East	3.4			30.06	82	81	75		"	"	6	
5				"	"	3			30.06	81	80	74		"	"	6	
6				"	"	3			30.07	80	80	74		b.c.	"	5	
7				"	"	2			30.09	79	79	74		"	"	7	
8				E. S. E.	E. S. E.	2			30.10	79	79	74		"	"	4	
9				"	"	2			30.10	78	78	74		b.c. p.	"	3	
10				East	"	0.1			30.12	78	78	74		b.c.	"	5	
11				E. by S.	East	0.1			30.12	78	78	74		"	"	2	
Mid.				E. by S.	"	2			30.11	78	78	74		"	"	2	

under the command of

Commander Louis Kingsley
Monday, April 1

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant. Light breeze to light air from E.N.E. Barometer falling.

W.S. Whitney
Lieutenant U.S.N.

From 4 to 8 A.M.

Light to gentle breeze from E.N.E. and East. Partly cloudy, with passing rain showers last night. Received on board in Pay Dept. 143 lbs. fresh bread, 178 $\frac{3}{4}$ lbs. fresh beef, and 178 $\frac{3}{4}$ lbs. fresh vegetables. The British Steamer "Carnwood" arrived with A. F. Maib on board. Began taking fresh water from shore lighter at 6.30 after having tested it and found it all right.

J. R. Bear
Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy to clear. Gentle breeze from E.N.E. to S.E. by E. blowing stiff in puffs. At 9.30 mustered at quarters. Immediately afterwards hoisted sail and then excluded and instructed all apprentices at gun drill. Second period all apprentices were instructed at compass lead and exercised furling light sails. Received on board in Equipment Dept. 1200 gallons fresh water. The Board of Inquiry in the case of Charles O'Keefe, Cox U.S.N., found as follows: viz., "That Charles O'Keefe, Cox U.S.N., was accidentally drowned and that his death was caused by falling on board while under the influence of intoxicating liquor and therefore not attributable to any lack of duty." Temperature of magazines 80°-80° forward, 80°-77° aft.

H. Purcell
Lieutenant U.S.N.

From Merid. to 4 P.M.

Weather fair. Gentle to moderate breeze from S.E. by E. to East. Barometer falling. At 1.15 furl'd sail. The effects of the late Charles O'Keefe, Cox U.S.N., were sold at auction, realizing \$13.79. Carried apprentices of port watch at the head and compass from 2.15 to 3.10, and both watches at gymnastics from 3.30 to 3.50.

W.S. Whitney
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Light to gentle breeze from East and E. S.E. At 6 P.M. sent down light yards. French steamer "Salador" of Port au France came in.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather fair except for a light passing shower about 8 o'clock. Calm to light breeze from East. Barometer rising.

W.S. Whitney
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlwain
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St. Thomas, N. I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass. <i>Ship's head</i>	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at wd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																			
1				East	East		2.3			30.10	79	77	73			b.c.	cum.	4	
2				"	"		2.3			30.09	79	77	73			"	"	4	
3				"	"		3.4			30.08	79	77	73			"	"	4	
4				"	"		3.4			30.08	79	77	73			"	"	4	
5				E. by S.	"		3			30.09	79	77	73			"	"	5	
6				E. S. E.	E. by S.		3			30.10	78	77	73			"	"	4	
7				E. by S.	"		3			30.12	78	77	73			"	"	5	
8				"	"		3			30.13	80	78	73			"	"	6	
9				E. S. E.	E. S. E.		3			30.14	81	79	74			"	"	5	
10				"	"		4			30.14	81	80	75			"	"	5	
11				"	"		4			30.14	82	81	75			b.c.g.	"	6	
Noon.				"	"		4			30.12	82	81	75			"	"	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

100 "

Water remaining on hand fit for use at Noon,

900 "

Coal consumed during the preceding 24 hours,

tons 1480 lbs.

Coal remaining on hand at Noon,

149 " 1515 "

P. M.																			
1			E. S. E.	E. S. E.	3					30.10	82	81	75			b.c.	circum.	8	
2			S. E.	S. E.	3					30.09	82	81	75			"	"	7	
3			"	"	3					30.06	83	82	76			"	"	5	
4			E. S. E.	E. S. E.	3					30.05	82	81	75			"	"	7	
5			"	"	3					30.05	82	80	75			"	"	6	
6			"	"	3					30.07	80	80	75			"	"	5	
7			"	"	2					30.08	80	79	74			"	"	5	
8			East	East	2					30.11	80	79	74			"	"	6	
9			E. by S.	"	2					30.11	80	79	74			"	"	5	
10			"	"	1-2					30.12	80	79	75			"	"	7	
11			E. S. E.	"	2					30.12	80	79	75			"	"	8	
Mid.			"	"	2					30.12	80	79	75			"	"	8	

under the command of

Commander Louis Kingsley
Tuesday, April 2

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy, but pleasant. Light to moderate breezes in puffs.

R.D. Tinsdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Gentle breeze from East and E. by S. At 5 o'clock started fire under boiler B, for distilling purposes. Received on board in Pay Dept. 178 $\frac{3}{4}$ lbs. fresh beef, 178 $\frac{3}{4}$ lbs. fresh vegetable, and 143 lbs. fresh bread.

J. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather fair. Gentle to moderate breeze from E. & E. Barometer falling. At 9.30 mustered crew at quarter; then hoisted sail and carried at arm's length. At 10 o'clock made International Signal O. G. S. N., which was answered by American Yacht Gitanas with D. W. T. P. Forwarded monthly money to apprentices. At 11 o'clock made International Signal O. G. S. N., English steamer Marmalade answered with R. S. J. At 11.30 furled sail. Dried under boiler B for distilling. Temperature of magazines 83°-80° forward, 88°-79° aft.

W. B. Whittlesey
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear to fair and pleasant. Gentle S. E. breeze. Exercised apprentices of both watches in signalling and starboard watch of apprentices having lead. Sent liberty party of apprentices on shore. Distilling, using boiler B.

R.D. Tinsdale
Ensign U. S. N.

From 4 to 8 P.M.

Weather fair and pleasant. Gentle to light breeze from E. & E. to East. Barometer rising. At 6 o'clock cut down royal yards. Liberty party of apprentices returned early. Mr. Ames, and Purdon, with Distilling.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light Easterly breeze. Apprentices Mr. Purdon, and W. A. Purser, returned on board 3 hours previous. Two steamers left the harbor. Moonlight. Distilling.

R.D. Tinsdale
Ensign U. S. N.

J. B. Melton
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Wednesday, April 3

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Gentle to stiff breezes from E. by S. to E. S.E. Distilling with banked fire under boiler B.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather fair. Light passing clouds during first hour of watch. Gentle to moderate breeze from E. S.E. Barometer rising. A German steamer came in harbor. Distilling. Received on board in Pay Dept. 143 lbs. fresh bread, 178 1/4 lbs. fresh beef and 178 1/4 lbs. fresh vegetables.

W. B. Hunsbury
Lieutenant U. S. N.

From 8 A.M. to Merid.

Generally clear and pleasant. Gentle to moderate breeze from S.E. At 9.30 had quarters for muster and inspection. Exercised in crossing rigging, hoisting and furling sail. Exercised Apprentice Divisions as follows: 1st Division, platoon; 2nd Division, company drill without arms; 3rd Division, manual of small arms; Powder Divisions at single sticks. Jefferson Ellsworth (Cox) reported the expiration of his term of enlistment. Danish barkentine came in and anchored. Distilling using boiler B. Barometer steady. Temperature of magazine 84° 82° forward, 50° 79° aft.

R. D. Fiske
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breeze from E. S.E. to S.E. All hands boys liberty. Ordnance Officer inspected magazine and food casks and found them in working order. At 1.15 piped up all boys and had inspection by Divisional officers. Sent a boarding officer to the French Flagship Duquesne which came to anchor at 3.30. O. R. Keigel, J. R. Rogers, and S. Raumann Apprentices 3rd Class left boat without permission. Distilling with banked fire under boiler B.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Clear to fair and pleasant. Gentle E. S.E. breezes. Received a boarding visit from an officer of the French Flagship in return for courtesy extended. Apprentice liberty party returned with exception of J. Murray and J. P. Wolf. Apprentices S. Raumann, J. R. Rogers, and O. Keigel absent from the ship without permission returned on board. Distilling, using boiler B.

R. D. Fiske
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Gentle breeze from E. by S. to East. All the apprentices returned on board. Distilling with banked fire under boiler B.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. A. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the Harbor of St. Thomas, V.I.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Formas of Clouds, by symbols.	Force of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 5 P.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's head.															
1				E by S.	East		3			30.14	79	79	75		b.c.p.	cum.		3	
2				E. S. E.	E. S. E.		3			30.13	80	79	75		b.c.	"		5	
3				East	East		3			30.11	79	79	75		"	"		7	
4				E. S. E.	E. S. E.		3			30.11	79	78	75		"	"		5	
5				E by S.	"		3			30.12	79	78	75		"	"		7	
6				"	"		3			30.13	79	78	75		"	"		7	
7				"	"		3			30.14	79	78	75		"	"		7	
8				"	"		3			30.16	80	78	75		"	"		6	
9				S. E. by E.	S. E. by E.		4			30.18	81	80	76		b.c.g.	cir. cum.		5	
10				S. E.	S. E.		4			30.19	82	81	76		b.c.	"		6	
11				"	"		4			30.18	82	81	76		"	"		7	
Noon.				S. S. E.	S. S. E.		4.5			30.16	82	81	76		b.c.g.	"		6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1161

Water remaining on hand fit for use at Noon,

2361

Coal consumed during the preceding 24 hours,

1 tons 985 lbs.

Coal remaining on hand at Noon,

146 " 885 "

P. M.																			
1				S. S. E.	S. S. E.		4			30.14	82	81	75		b.c.g.	cir. cum.		6	
2				"	"		4			30.12	82	81	75		b.c.			6	
3				"	"		4			30.11	83	82	76		"			7	
4				"	"		3			30.11	83	82	76		"			7	
5				S. E.	S. E.		2			30.10	83	82	76		"			7	
6				"	"		2			30.11	82	81	76		"			7	
7				S. S. E.	S. S. E.		2			30.12	81	80	76		"			8	
8				"	"		2			30.14	80	80	76		"			7	
9				E. by S.	"		2			30.16	80	80	75		"			8	
10				S. E. by E.	S. E. by E.		2			30.18	80	80	75		"			6	
11				E. by S.	E. by S.		2			30.17	80	80	75		"			4	
Mid.				E. by N.	E. by N.		1.3			30.16	79	79	74		"			5	

under the command of

Commander Louis Kingley
Thursday, April 4

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Gentle breeze from East and E. S. E. Fair and pleasant.
Distilling with fire banked under boiler "B".

J. R. O'Connell
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant. Gentle breeze from E. S. E. Received in Pay Dept. following fresh provisions for issue to crew, 178 ¹/₄ lb. beef, 143 lbs. bread, 14 ¹/₈ ¹/₄ lbs. vegetables.

R. D. Tinsdale
Ensign U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Moderate to stiff breeze from S. E. by E. to S. S. E. Barometer falling. At 9.30 mustered at quarters and afterwards equipped the battalion and drilled until 10.15. At 11.00 clock Commanding Officer paid an official visit to the French Flagship Duquesne. Distilling with banked fire under boiler "B". By order of Commanding Officer the following punishments were inflicted, J. R. Rogers App. sol. and P. Naumann App. sol. four days solitary confinement on bread and water. O. P. Meyer App. sol. three days solitary confinement on bread and water for leaving boat without permission. Temperature of magazine 83°-80° forward, 80°-79° aft.

W. A. Lockman
Ensign U. S. N.

From Merid. to 4 P.M.

Moderate to gentle breeze from S. S. E. Fair and warm. Received an official visit from the Commanding Officer of the French Flagship "Duquesne". Enlisted for three (3) years, general service under continuous service certificate 408622 Jefferson Ellsworth Boscawain. Boys engaged overhauling clothing. Between 3 and 4, instructed battalion in putting on equipments for heavy marching order. Distilling with fire banked under boiler "B".

J. R. O'Connell
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breeze from S. E. to E. S. E. Distilling with banked fire under boiler "B". The Commanding Officer and four officers attended an official dinner given at the Government House.

W. A. Lockman
Ensign U. S. N.

From 8 P.M. to Mid.

Light to gentle breeze from S. E. by E. to E by N. Fair and pleasant. Bright moonlight. Distilling with banked fire under boiler "B".

J. R. O'Connell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At anchor in the Harbor of St. Thomas, V.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heav.	Lowess.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Temp. of Air Dry, in Fahren.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at/d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>Ship's head</i>															
1				East	East		2			30.14	79	77	72			b.c.	cir. cum.	5	
2				E. S. E.	E. S. E.		3			30.13	78	77	73			b.c. d.	cum. cum.	3	
3				East	"		2			30.12	78	77	74			"	"	2	
4				"	"		2			30.12	78	77	74			b.c.	"	2	
5				N. E. by E.	beam		0			30.12	78	76	74			"	"	1	
6				E. by N.	East		1			30.13	78	77	74			"	"	6	
7				E. by S.	"		1			30.15	78	77	75			"	"	7	
8				E. S. E.	"		1			30.16	79	78	75			"	"	6	
9				S. E.	S. E.		2			30.15	81	80	75			"	"	5	
10				"	"		2			30.15	82	81	76			"	"	4	
11				S. S. E.	S. S. E.		2			30.15	82	82	77			"	"	3	
Noon.				"	"		2			30.14	82	81	76			"	"	5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

639 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

tons 1800 lbs.

Coal remaining on hand at Noon,

145 " 1325 "

P. M.																			
1				S. by E.	S. by E.		3			30.12	82	81	76			b.c.	cir. cum.	6	
2				S. E. by S.	S. E. by S.		3			30.10	83	82	77			"	"	7	
3				S. S. E.	S. S. E.		3			30.08	83	82	77			"	"	7	
4				"	S. E.		3			30.08	83	81	76			"	"	6	
5				"	"		3			30.07	82	81	76			"	"	6	
6				"	"		2			30.09	82	80	74			"	"	6	
7				E. by S.	"		2			30.10	81	79	74			"	"	7	
8				E. S. E.	East		2			30.11	80	79	74			"	"	7	
9				East	"		2			30.11	81	80	76			"	"	7	
10				"	"		1 1/2			30.14	81	80	76			"	"	7	
11				"	"		0-1			30.14	81	80	76			"	"	5	
Mid.				"	"		0-1			30.12	80	79	75			"	"	7	

under the command of

Commander Louis Kingsley
Friday, April 5

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Light to gentle breeze from East and E. S. E.
Stopped distilling at 20 o'clock and allowed fires to die out under boiler "B".

J. H. Purcell
Lt. Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Calm to light rain from East. Received on board in Dept. of
Supplies and Accounts the following fresh provisions 178³/₄ lb. meat, 143 lb. bread and
178¹/₄ lb. vegetable

N. A. Coleman
Ensign U. S. N.

From 8 A.M. to Merid.

Light breeze from S. E. and S. S. E. Partly cloudy and warm. Exercised
battalion in heavy marching order. Commanding and Executive Officers inspected battalion's Comparative
of magazines 84° 54' forward, 30° 79' aft.

Geo. R. Beach
Lt. Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Gentle breeze from S. by E. to S. E. Men and Apprentices signed Quarterly
Accounts.

J. H. Purcell
Lt. Lieutenant U. S. N.

From 4 to 8 P.M.

Gentle to light breeze from S. E. and East. Fair and warm.

Geo. R. Beach
Lt. Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Light air and breeze from East. Calm part of the time. B. Battery (B.P.)
returned on board 4 hours overtime. James Dureley (Geo.) returned on board 1 hour 50 minutes overtime.

J. H. Purcell
Lt. Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

At anchor in the Harbor of St. Thomas, U. S. Making passage from St. Thomas, U. S. to Port Royal, P. R.

				WIND.					BAROMETER.		TEMPERATURE.								
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.		Direction by Standard Compass.		Force.	Head.	Leeway.	Height in inches.	Ther. at V.	Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
A. M.																			
1				Ship's head.	E. by S.	1					30.12	80	79	75		b.c.	cir.cum.	9	
2				E. by S.	E. & E.	1					30.11	80	79	75		"	"	9	
3				E. S. E.	"	1					30.10	79	78	74		"	"	8	
4				"	"	1					30.09	79	78	74		"	"	9	
5				"	"	1					30.09	79	78	75		b.	none	10	
6				E. by S.	"	1					30.11	78	77	74		"	"	10	
7				E. & E.	"	1					30.13	79	77	74		"	"	10	
8				N. E. by E.	N. E. by E.	3					30.14	79	77	74		"	"	10	
9				S. E.	E. S. E.	3					30.15	80	79	73		b.c.	cir.cum.	8	
10				"	"	3					30.15	80	79	73		"	"	8	
11				"	S. E.	3					30.15	81	80	74		"	"	7	
Noon.				"	"	3					30.14	81	80	74		"	"	7	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 3 P. M.	Latitude by D. R. from Departure	18	0	32. N.
	Longitude by " " "	65	0	08. W.

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	'	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	'	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	'	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	'	variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

2200 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

1 tons 235 lbs.

Coal remaining on hand at Noon,

144 " 1090 "

P. M.																		
1				S. E. by S.	S. E. by S.	3			30.10	82	81	75		b.c.	circum.		9	
2						3			30.10	82	81	75		"	"		9	
3		51.5		Standing out	S. S. E.	3			30.07	82	82	76		"	"		7	S
4		62.0		of harbor.	"	3			30.06	83	84	78	80	"	"		6	"
5	7	2	69.2	North	E. N. E.	3	0	0	30.08	81	80	75	80	"	circum.		7	"
6	1	5	72.1	N. by N. 1/2 N.	"	3	0	1/2	30.10	80	79	73	80	"	"		6	"
7	2	0	73.4	N. 1/2 N.	E. by N.	3	2	1/2	30.13	80	79	73	80	"	circum.		7	"
8	2	2	74.9	"	"	3	2	1/2	30.14	80	79	73	80	"	"		8	"
9	2	0	76.7	N. by N.	E. N. E.	3	2	1/2	30.16	79	78	73	79	"	"		8	"
10	3	6	80.3	"	"	4	2	1/2	30.16	79	78	73	79	"	"		8	"
11	3	0	83.3	N. 1/2 N.	E. by N.	4	3	1/2	30.16	79	78	73	79	"	"		8	"
Mid.	2	5	85.5	"	"	4	3	1/2	30.15	79	77	72	79	"	"		8	"

under the command of

Commander Louis Kingsley
Saturday, April 6

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant, with light air from E. by S. to E. S. E.
Barometer falling. J. Sollefseu (Sea) and J. P. O'Neill (Sea) returned from liberty six hours
on time.

W. B. Whitley
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air to gentle breeze from E. S. E. and N. E. by E. Clear and
warm. Received on board in Pay Dept. 178 $\frac{3}{4}$ lbs. fresh beef, 178 $\frac{3}{4}$ lbs. fresh vegetables and
143 lbs. fresh bread.

Geo. R. Beach
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Gentle breeze from E. S. E. and S. E. Made preparations for sea. At 9 o'clock
started fire under boilers A, B, and C. At 10.10 crossed light yards and cut gear. Discharged from
this vessel and from the Naval Service, Clement B. Clementson, Bkate 2cl, his turn of enlistment having
expired this date. Received from the Hospital on shore Joe Maria, Press Att'd, now issued from belonging
to the complement of this ship. The French Flagship Duquesne left port, presumably for San Domingo.
Temperature of magazine 84° 82° forward, 80° 79° aft.

J. H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather clear and pleasant with gentle breeze from S. E. by S. to S. S. E. Barometer
falling. At 1.30 made International Signal B. D. R., which was answered by English ship with R. S. J.
At 2.20 got underway and stood out of harbor the Commanding Officer and Navigator on the bridge. At
2.55 cut double reefed topsails. At 3.55 hauled by the wind and set the jib. At 4 o'clock taking departure,
Light House on Culebrite N. 1/2 E. and Sail Rock, South (mag) Patent log registering 62.0. Set course North.
Haw pressure 55 lb. Average number revolutions 43. Draft of ship 14 feet, 1 inch forward, 16 feet, 4 1/2 inches aft.

W. B. Whitley
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle N. by E. breeze. Commenced ^{with} while under steam until 5.10, when
stopped the engine, brought by the wind on starboard tack, under double reefed topsails, foresail jib and
spinnaker, Sail Rock bearing S. 1/4 E. Culebrite Island Light House S. 1/2 E. Set fire dies on under boilers A and
B, hauled fire under boiler D, and commenced distilling at 5.20. At 8 o'clock Culebrite Light House bore
S. by N. 1/4 E.

C. D. Fiske
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear. Bright moonlight. Gentle to stiff breeze from E. N. E. to E. by N. Under double
reefed topsails, jib, foresail and spinnaker, by the wind on starboard tack heading S. 1/2 E. Appointments at
wheel. Distilling with hauled fire under boiler D.

H. R. Colman
Ensign U. S. N.

Examined and found to be correct.

J. B. McAllen
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

Making passage from St. Thomas, P. I. to Port Royal, P. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 0°.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.	25	4																	
1	3	2	88.7	N 1/4 E.	E. by N.		4	3	1 1/2	30.12	78	77	74	78	b.c.	cum.	7	N.	
2	3	3	91.0	N 1/2 E.	"		4	3	1 1/2	30.11	78	77	73	78	"	"	9	"	
3	2	0	92.0	N 1/4 E.	"		4	3	1 1/2	30.10	78	77	73	77	"	"	9	"	
4	2	6	94.6	N 1/2 E.	"		4	3	1 1/2	30.10	78	77	73	77	"	"	7	"	
5	3	3	97.9	North	East		5	3	1	30.12	77	76	73	77	"	"	6	"	
6	2	6	100.5	"	"		5	3	1	30.14	77	75	72	77	"	"	5	"	
7	2	7	3.2	N 1/4 E.	"		5	3	1	30.16	77	76	72	77	b.c.p.	cumulus	5	"	
8	2	3	5.5	N. by E.	E. by S.		5	3	1	30.18	77	76	73	78	"	"	3	"	
9	2	4	7.9	N 1/2 E.	E. by N.		4	3	1	30.20	77	76	73	79	"	at.	3	"	
10	2	1	10.0	North	"		4	3	1	30.20	79	78	74	79	"	"	3	"	
11	2	0	12.0	N by E.	East		4	3	1	30.19	79	78	74	79	b.c.	"	6	"	
Noon.	1	9	13.9	"	"		4	3	1	30.17	80	78	74	79	"	"	8	"	

S. S. & Distance run by Log. *signature*

Course and distance made good since preceding noon by observations, N by E 1/2 E. 58 knots. tenths.

Position at Noon: Latitude by D. R. 19° 12' N. "

Longitude by D. R. 65° 20' E. "

Latitude by observations of ☉ 19° 17' N. "

Longitude by chronometer from Forenoon Observations of ☉ 65° 25' E. "

Position at 8 A. M. Latitude by *Q. R. from Noon* 19° 08' N. "

Longitude by *Observation* 65° 24' E. "

Position at 8 P. M. Latitude by *Q. R. from Noon* 19° 36' N. "

Longitude by *Chronometer from Afternoon observation* 65° 33' E. "

Current during the time, 7 knots tenths per hour, setting to the N. E. 1/4 N. E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head N 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 4 P. M., ship's head N 1/2 E.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 764 "

Water remaining on hand fit for use at Noon, 2564 "

Coal consumed during the preceding 24 hours, 1 tons 2030 lbs.

Coal remaining on hand at Noon, 142 " 1300 "

P. M.																			
1	2	5	16.0	N 1/2 E.	East	4	3	1/2	30.16	80	79	74	79	b.c.	cum.	6	N		
2	2	5	18.1	N N E.	E. & E.	4	3	1/2	30.15	79	78	74	79	b.c. sp.	"	4	"		
3	2	0	18.4	N 1/2 E.	East	3	2	1/2	30.13	79	78	74	79	"	"	5	"		
4	2	0	"	"	"	3	2	1/2	30.12	80	78	74	79	b.c.	"	5	"		
5	2	0	"	North	E. by N.	3-4	2	1/2	30.11	79	78	74	78	"	"	3	"		
6	3	0	"	N by E.	E. & E.	3-4	2	1/2	30.13	78	77	73	78	"	"	7	"		
7	2	8	"	N 1/2 E.	"	3-4	2	1/2	30.15	79	77	73	78	"	"	7	"		
8	3	0	"	"	"	3-4	2	1/2	30.15	78	77	73	78	"	"	3	"		
9	3	2	"	N 1/4 E.	"	4	2	1/2	30.18	78	77	73	78	"	"	6	"		
10	3	6	"	"	"	4	2	1/2	30.18	78	77	73	78	"	"	6	"		
11	3	5	"	"	"	4	2	1/2	30.19	78	77	73	78	"	cum.	5	"		
Mid.	3	0	"	North.	E. by N.	4	2	1/2	30.18	78	77	73	78	"	"	6	"		

under the command of

Commander Louis Kingsley
Sunday, April 7

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from E. by N. Fair, with bright moonlight. By the wind on starboard tack under jib, foresail, double reefed topsails and spanker. Apprentices at the wheel. Distilling with banked fire under boiler D.

J. R. Clark
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to clear. Passing showers last part. Moderate to stiff breeze from East and E. by S. Lower by the wind. Under same sail as in preceding watch. Distilling using boiler D. Lowered smoke stack. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon

Weather cloudy, clearing toward middle of watch. Moderate breeze from E. by N. to East. Barometer falling. At 9.30 Mustered crew at quarters, then held General Muster, delivering good conduct badges, publishing Articles for the Government of the Navy and Naval Orders. Ship under sail alone, close hauled on starboard tack. Distilling. Temperature of magazines, 84° 52' forward, 80° 49' aft.

W. B. Whitley
Lieutenant U. S. N.

From Noon to 4 P.M.

Generally fair and warm. Gentle Easterly breeze. Light passing rain showers second hour. By the wind on starboard tack. At 3.00 took in spanker. Distilling. Lieutenant B. Clementine was enlisted at Panama for three years from this date, and by order of Commanding Officer rated him Boatswain Mate 2 class.

A. D. Tisdale
Ensign U. S. N.

From 4 to 8 P.M.

Generally clear and pleasant. Gentle to moderate breeze from E. by N. to E. N.E. Barometer rising. At end of watch under jib, foresail and double reefed topsails, by the wind on starboard tack, heading N.W. Apprentices at the wheel. Distilling.

W. P. Lockman
Ensign U. S. N.

From 8 P.M. to Midnight

Moderate breeze from E. N.E. and E. by N. Fair and pleasant. Bright moonlight. By the wind on starboard tack under jib, foresails and double reefed topsails. Stopped distilling at 9.55 and allowed fire to die out. Apprentices at the wheel.

J. R. Clark
Lieutenant U. S. N.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

Making passage from St. Thomas, I. S. to Port Royal, I. C.

Hour.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Winds.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	33	1																
1	2	5	30.16	N. by E.	East		4	3	1 1/2	30.16	78	76	72	78	b.c.	cum.	6	"
2	2	6	"	"	"		4	3	1 1/2	30.14	78	76	72	78	"	"	7	"
3	2	4	"	"	"		4	3	1 1/2	30.13	78	76	72	78	"	"	7	"
4	2	4	"	"	"		3-4	3	1 1/2	30.13	78	76	72	78	"	"	8	"
5	2	5	"	"	"		4	3	1	30.14	77	76	72	77	"	cum.	8	"
6	3	0	18.2	"	"		4	3	1	30.15	77	76	72	77	"	"	7	"
7	2	3	20.5	N. 1/2 E.	E. by N.		4	3	1	30.17	77	77	72	77	"	"	7	"
8	2	6	23.1	"	"		5	3	1	30.19	78	77	72	77	"	"	7	"
9	2	1	25.2	"	"		4	3	1	30.22	79	78	73	78	"	"	6	"
10	3	0	28.2	N. by E. 1/2 E.	East		4	3	1	30.23	79	78	73	79	"	"	7	"
11	2	6	30.8	N. by E.	E. by S.		4	3	1	30.22	79	78	73	79	"	"	7	"
Noon.	2	9	33.7	"	"		4	3	1	30.21	79	78	73	79	"	"	7	"

64.0 Distance run by Log

Course and distance made good since preceding noon by observations, N. by E. 1/4 E. 78 knots. tenths.

Position at Noon:	Latitude by D. R.	20° 20' N. "
	Longitude by D. R.	65° 33' W. "
	Latitude by observations of ☉	20° 29' N. "
	Longitude by chronometer from Forenoon Observations of ☉	65° 45' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	20° 18' N. "
	Longitude by <i>Observation</i>	65° 46' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	20° 49' N. "
	Longitude by <i>Chronometer from Afternoon observation</i>	65° 38' W. "

Current during the time, 14 knots tenths per hour, setting to the N. by E. 1/2 E.

Variation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. 1/4 E. 2° 14' E. variation used, 1° 40' E.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head variation used, 0

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 436 "

Water remaining on hand fit for use at Noon, 2550 "

Coal consumed during the preceding 24 hours, tons 1875 lbs.

Coal remaining on hand at Noon, 141 " 1665 "

P. M.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction and Force of Surface Winds.	State of the Sea.
1	2	5	36.2	N. by E.	E. by S.	4	3	1 1/2	30.19	79	78	73	79	b.c.	circum	7	"
2	3	0	39.2	"	"	4	3	1 1/2	30.17	79	78	73	79	"	"	6	"
3	2	5	41.7	"	"	4	3	1 1/2	30.15	79	78	73	79	"	"	6	"
4	2	2	43.9	"	"	4	3	1 1/2	30.13	79	78	73	79	"	"	6	"
5	2	1	46.0	"	"	4	3	1 1/2	30.14	79	78	73	79	"	"	6	"
6	2	7	48.7	"	"	4	3	1 1/2	30.16	78	77	72	79	"	"	5	"
7	2	0	50.7	"	"	4	3	1 1/2	30.17	78	77	72	78	"	"	6	"
8	2	4	53.4	"	"	4	3	1 1/2	30.19	78	77	73	78	"	"	7	"
9	2	7	56.1	"	E. by S.	4	3	1 1/2	30.20	78	77	73	78	"	"	7	"
10	2	5	58.2	"	"	4	3	1 1/2	30.21	78	77	73	77	"	"	8	"
11	2	7	60.2	"	"	4	3	1 1/2	30.21	78	77	73	77	"	"	6	"
Mid.	2	8	62.6	"	"	4-5	3	1 1/2	30.20	78	77	73	77	"	"	4	"

under the command of

Commander Louis Kingsley
Monday April 8

, U. S. Navy,
, 18 98.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Gentle to moderate breeze from East. Long sea from E.N.E. Course N.N.E. (p.c.) By the wind under same sail as in preceding watch. Bright moonlight. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather clear and pleasant. Moderate to stiff breeze from East to E. by S. Barometer rising. Moderate sea from E.N.E. Ship under sail alone, starboard on starboard tack.

W. S. Whetzel
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Moderate Easterly breeze. Course N.N.E., generally making it. At 9.00 set single reefed mainsail. At 9.30 had quarters for muster and inspection. During 1st period both watches had instruction and examination in seamanship. During 2nd period same with port watch only. Long N.E. by S. swell. Temperature of magazine 54° 32' forward, 50° 79' aft.

C. D. Fishale
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Moderate breeze from E. by S. to East. Barometer falling. Had drills as follows: from 1.15 to 2.15, starboard watch shills and spars. From 2.30 to 3.15 both watches divisional instruction in gunnery. From 3.30 to 4.00, both watches, gymnastics. At end of watch under jib foreail, mainmast single reefed and double reefed topsails, on course N.N.E. Apprentices at wheel.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Moderate breeze from E. by S. Fair and pleasant. At 5.40 called all hands and exercised at making sail and reefing topsails. Took out the reefs of the topsails and made sail to topgallant sails; aftidraide furl'd light sails and took two single reefs in topsails. On starboard tack making course N.N.E. for Standard. Apprentices at the wheel.

J. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Moderate to stiff breeze from E. by S. Course N.N.E. p.c. Under same sail as in preceding watch. Long sea from N.E.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third* Rate,

Making passage from St. Thomas, St. I. to Port Royal, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forme of Clouds, by symbols.	Direction and Force of Surface Wind.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	30	4														
1	2	7	65.3	N. N. E.	E. by S.	4 3	1	30.18	77	76	73	77	b.c.	cir. cum.	7	S.
2	2	7	68.0	"	"	4 3	1	30.16	77	76	73	77	"	cir. cum.	3	"
3	3	3	71.3	N. by E. 3/4 E.	"	4.5 3	1	30.15	77	76	72	77	"	"	6	"
4	3	4	74.7	N. N. E.	"	4.5 3	1	30.15	77	76	72	77	"	cir. cum.	7	"
5	3	1	77.8	"	E. S. E.	4 3	1	30.16	77	76	72	78	"	"	7	N.
6	3	4	81.2	"	"	4 3	1	30.18	77	76	72	78	"	"	7	"
7	3	7	84.9	"	"	4 3	1	30.20	77	76	72	78	"	"	7	"
8	3	7	88.6	"	"	4 3	1	30.20	75	77	73	78	"	"	6	"
9	3	8	91.9	"	"	4 3	1 1/2	30.21	79	78	73	78	"	"	7	S.
10	3	8	95.7	"	"	4 3	1	30.22	79	78	73	78	"	"	8	"
11	3	9	99.6	"	"	4 3	1	30.22	79	78	73	78	"	"	8	"
Noon.	3	6	3.2	"	"	4 3	1	30.21	79	78	73	78	"	"	8	"

71.5 Distance run by Log.

Course and distance made good since preceding noon by observations, N 1/4 E.

81 knots. tenths.

Position at Noon:	Latitude by D. R.	21° 39' N. "
	Longitude by D. R.	65° 32' W. "
	Latitude by observations of ☉	21° 51' N. "
	Longitude by chronometer from Forenoon Observations of ☉	65° 30' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	21° 37' N. "
	Longitude by <i>Observation</i> ☉	65° 33' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	22° 17' N. "
	Longitude by <i>Chronometer from Afternoon observation</i> ☉	65° 26' W. "

Current during the time, 1/2 knots tenths per hour, setting to the N 1/4 E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. N. E.

2° 08' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. N. E.

3° 05' E.

variation used, 2° 20' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

0

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0

variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2150 "

Coal consumed during the preceding 24 hours,

tons 300 lbs.

Coal remaining on hand at Noon,

141 " 1365 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Direction and Force of Surface Wind.	State of the Sea.
1	3	8	7.0	N. N. E.	E. S. E.	4 3	1 1/2	30.20	79	78	73	79	b.c.	circum.	7	S.
2	3	4	10.4	"	"	4 3	1 1/2	30.18	80	79	73	79	"	"	7	"
3	3	4	12.2	"	"	4 3	1 1/2	30.17	79	78	73	79	"	"	8	"
4	2	8	12.2	"	"	4 3	1 1/2	30.15	79	78	73	79	"	"	8	"
5	2	7	14.3	"	"	3.4 3	1	30.17	79	78	73	79	"	"	6	"
6	3	0	16.4	"	"	4 3	1	30.17	78	77	73	78	"	min.	8	"
7	3	4	19.8	"	"	4 3	1	30.18	78	77	73	78	"	circum.	8	"
8	4	2	23.8	"	"	4 3	1	30.19	78	77	73	78	"	"	8	"
9	4	5	28.3	"	"	4 3	1	30.21	78	77	72	78	"	"	8	"
10	4	4	32.7	"	"	4 3	1	30.22	78	77	72	78	"	"	8	"
11	4	4	37.1	"	"	4 3	1	30.22	78	76	72	78	"	"	8	"
Mid.	4	0	41.1	"	"	4 3	1	30.22	78	76	72	78	"	"	7	"

under the command of

Commander Louis Kingsley
Tuesday, April 9

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant with moderate to stiff breeze from E. by S. Barometer falling. Ship under jib, double reefed topsails and courses.

W.B. Whitney
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and pleasant. Moderate breeze from E.S.E. Course S.W. No change in sail. Moderate S.E. swell and sea.

R.D. Sisdale
Lieutenant U.S.N.

From 8 A.M. to Noon

Clear. Moderate breeze from E.S.E. By order of Commanding Officer John Rogers App. 3d, was released from confinement on account of expiration of his term of enlistment and confined Frank Krausman App. 3d, in five days solitary confinement on bread and water for jumping boat. At 9.30 mustered and inspected at quarters and had drills as follows: from 9.45 to 10.30 1st Division single sticks, 2nd Division infantry, 3rd Division revolvers, Powder Division revolvers. 10.45 to 11.30 starboard watch, sails and rigging. No change in sail. Nothing in sight. Moderate swell from E.N.E. Appointments at wheel. Temperature of magazines 84° 82° forward, 80° 79° aft.

N.A. Lockman
Lieutenant U.S.N.

From Noon to 4 P.M.

Moderate breeze from E.S.E. Fair and pleasant. During 3rd period 1.15 to 2.15 exercised apprentices of watch by squads in getting light yards ready for sending down. 4th and 5th periods 2.30 to 4.00 instructed 1st Division in construction of magazines, 2nd Division aiming drill with 1 pdr.; 3rd Division, dismantling 6 pdr. breech mechanism; both Powder Divisions target practice with rifle at target towing astern. Expended in Ordnance Dept. 150 rounds .45 cal. ball cartridges and 100 rounds .2 1/2 cal. ball cartridges. On starboard tack making course N.W. per Standard, under same sail as in preceding watch. Appointments at the wheel.

G.E. R. Gresham
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Gentle to moderate breeze from E.S.E. Under same sail as in preceding watch. At 5.40 exercised making sail to royals and then double reefed topsails. Now are at 6.40 P.M. Course S.W. per. Appointments at the wheel.

H.P. Percell
Lieutenant U.S.N.

From 8 P.M. to Midnight

Weather clear and pleasant, with moderate breeze from E.S.E. Barometer steady. Ship under sail alone steering a course.

W.B. Whitney
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlwain
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Making passage from St Thomas, V.I. to Port Royal, P.R.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Range of Clouds, by miles.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	44	0															
1	4	1	45.2	N. N. E.	E. S. E.		4	3	0	30.20	77	76	72	77	b.c.	circum.	7 M.
2	3	8	49.0	"	S. E. by E.		4	3	0	30.19	77	76	72	77	"	"	7 "
3	2	9	51.9	"	"		3	3	0	30.19	77	76	72	77	"	"	6 "
4	2	8	54.7	"	"		3	3	0	30.19	76	75	72	76	b.c. p.	circum.	3 "
5	3	8	58.0	"	S. E.		3	3	1/2	30.21	76	75	72	76	b.c.	"	4 "
6	3	6	61.6	"	"		3	3	1/2	30.22	76	75	72	76	"	circum.	7 "
7	3	8	64.4	"	"		4	3	1/2	30.23	77	76	72	76	"	"	6 "
8	4	2	69.6	"	"		4	3	1/2	30.24	78	77	73	77	"	"	6 "
9	4	2	73.8	"	"		4	3	1/2	30.26	79	79	74	78	"	"	6 "
10	4	2	78.0	"	"		4	3	1/2	30.26	79	79	74	78	"	"	7 "
11	3	5	81.5	"	S. E. by S.		4	2	1/2	30.26	79	79	74	77	"	"	7 "
Noon.	4	0	85.5	"	"		5	2	1/2	30.26	79	78	74	77	"	"	6 "

88 9 Distance run by Log.

Course and distance made good since preceding noon by observations, N. by E.

88 knots. tenths.

Position at Noon: Latitude by D. R. 23 ° 16' N. "
 Longitude by D. R. 65 ° 06' W. "
 Latitude by observations of ☉ 23 ° 19' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 65 ° 08' W. "

Position at 8 A. M. Latitude by D. R. from Noon 23 ° 04' N. "

Longitude by observation ☉ 65 ° 13' W. "

Position at 8 P. M. Latitude by D. R. from Noon 23 ° 27' N. "

Longitude by Chronometer from Afternoon observation ☉ 65 ° 05' W. "

Current during the time, 3 knots tenths per hour, setting to the N. by N. by N.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. N. E. 1/4 E. 2 ° 49' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 3 ° 21' E. variation used, 3 ° 15' W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 " "

Water expended during the preceding 24 hours, 4 00 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1750 "

Coal consumed during the preceding 24 hours, tons 600 lbs.

Coal remaining on hand at Noon, 141 " 765 "

P. M.	1	8	87.3	N. N. E.	S. E. by S.	4	2	2	30.25	79	78	74	77	b.c.	circum.	6	6
1	0	7	87.5	E. N. E.	S. E. by S.	4	2	2	30.25	78	78	74	77	"	"	5	"
2	1	7	87.5	"	"	4	2	2	30.24	78	78	74	77	"	"	5	"
3	1	8	87.5	E. N. E. 1/2 E.	S. E. E.	4	2	2	30.24	78	78	74	77	"	"	6	"
4	1	7	87.5	"	"	4	2	2	30.23	78	78	74	77	"	"	6	"
5	1	1	87.5	N. E. by E. 1/2 E.	S. E. by S.	3	2	1	30.24	78	78	73	77	"	"	7	"
6	1	0	87.5	"	"	3	2	1	30.25	78	77	73	77	"	"	5	"
7	1	0	87.5	N. E.	S. E. by E.	3	2	1	30.27	78	77	73	77	"	"	4	"
8	0	8	87.5	N. E. 1/2 E.	S. E.	2	2	1	30.29	78	77	73	77	"	"	7	"
9	1	0	87.5	N. E. by N.	E. S. E.	3	0	1	30.30	78	77	73	77	"	"	7	S.
10	1	3	87.5	"	"	3	0	1	30.31	77	76	73	77	"	"	8	"
11	1	5	87.5	"	"	4	0	1	30.30	77	76	73	77	"	"	8	"
Mid.	2	5	87.5	"	"	4	0	1	30.28	77	76	73	77	"	"	7	"

17.9

4-201

under the command of

Commander Louis Kingsley
Wednesday, April 10

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear to cloudy. Passing rain shown during last hour. Moderate to gentle breeze from E. S. E. to S. E. by E. Clouds N. W. E. Under double reefed topsails, jib, foretail, single reefed mainsail. Moderate E. N. E. swell and sea. Bright moonlight full part of watch.

R. D. Sisdale
Ensign U. S. N.

From 4 to 8 A.M.

Generally clear. Partly cloudy at times. Gentle to moderate S. E. breeze. No change in sail. On course N. W. E. Apprentices at wheel.

N. A. Carpenter
Ensign U. S. N.

From 8 A.M. to Merid.

Moderate to stiff breeze from S. E. and S. E. by S. Fair and pleasant. Mustered crew at quarters at 9.30. At 9.45 called all hands and exercised at making sail and bracing aback. Took out reefs of mainsail and topsails and made sail to square. Afterwards shortened sail, furl edgers and light sails and took a double reef in topsails. At end of watch on course N. E. under jib and double reefed topsails. Went to quarters at 11.00 and made clothing and small store requisitions. During remainder of watch apprentices overhauling clothing. Apprentices at the wheel. Temperature of magazines 84°-82° forward, 80°-79° aft.

P. C. Green
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Moderate breeze from S. E. by S. and S. S. E. At 12.30 changed course from N. E. by S. to by the wind. Under same sail as in preceding watch. Apprentices sewing and mending. Apprentices at the wheel. Diced magazines floor cox and found them in working order.

J. D. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Gentle to light breeze from S. E. by S. to S. E. by E. Barometer rising. From 6.30 to 6.40 exercised apprentices at gymnastics. Moon rose at 7.35. Ship under sail alone, close hauled on starboard tack.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear and pleasant. Light to moderate breeze from E. S. E. By the wind on starboard tack. No change in sail. Bright moonlight.

R. D. Sisdale
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third*
Making passage from St. Thomas, P.R. to Port Royal, P.R. Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	7	9															
1	2	0	<i>Healed in</i>	<i>N E by N.</i>	<i>E. S E.</i>	3	2	<i>1/2</i>	30.26	77	76	72	77	<i>b.c.</i>	<i>circum.</i>	8	<i>L.</i>
2	2	0	"	<i>N E 1/2 N.</i>	<i>S E by E.</i>	3	2	<i>1/2</i>	30.25	76	75	72	77	"	"	7	"
3	2	0	"	<i>N E.</i>	"	3	2	<i>1/2</i>	30.25	76	75	72	77	"	"	6	"
4	1	4	"	<i>N E 1/2 N.</i>	"	3	2	<i>1/2</i>	30.25	76	75	72	77	"	"	7	"
5	1	6	"	"	"	3	0	<i>1/2</i>	30.27	76	75	72	77	"	"	6	"
6	1	6	"	<i>N. N E 1/2 E</i>	<i>E. by S.</i>	3	0	<i>1/2</i>	30.30	76	75	72	77	<i>b.</i>	<i>none</i>	10	"
7	1	7	"	<i>N E by N.</i>	<i>E. S E.</i>	3	0	<i>1/2</i>	30.32	76	76	72	77	"	"	10	"
8	1	7	"	"	"	3	0	<i>1/2</i>	30.33	77	78	73	77	"	"	10	"
9	1	5	"	<i>N E 1/2 N.</i>	"	3	0	2	30.33	78	79	73	77	"	"	10	"
10	1	3	"	<i>N E by N.</i>	"	3	0	2	30.34	78	78	73	77	"	"	10	"
11	1	3	"	"	"	3	0	2	30.34	78	78	74	77	"	"	10	"
Noon.	1	3	"	"	"	3	0	2	30.33	78	78	74	77	"	"	10	"

37.3 Distance run by Log.

Course and distance made good since preceding noon by observations, *N 1/4 E.* 35 knots. tenths.

Position at Noon: { Latitude by D. R. 23° 05' N. "
 Longitude by D. R. 64° 51' W. "
 Latitude by observations of ☉ 23° 05' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 65° 00' W. "

Position at 8 A. M. { Latitude by *D. R. from Noon* 23° 46' N. "
 Longitude by *observation* 65° 06' W. "

Position at 8 P. M. { Latitude by *D. R. from Noon* 24° 04' N. "
 Longitude by *Chronometer from Afternoon observation* 65° 07' W. "

Current during the time, 12 knots tenths per hour, setting to the *NW.*

Error of the Compass by Azimuth ☉ observed at ship's head 0 "
 Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "
 Error of the Compass by Azimuth ☉ observed at ship's head 0 "
 Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 1300 "

Coal consumed during the preceding 24 hours, tons 1350 lbs.

Coal remaining on hand at Noon, 140 " 1655 "

P. M.																		
1	1	3	<i>Healed in</i>	<i>N E by N.</i>	<i>E. S. E.</i>	3	0	<i>1/2</i>	30.31	78	78	73	78	<i>b.c.</i>	<i>circum</i>	8	<i>L.</i>	
2	1	5	"	"	"	3	0	<i>1/2</i>	30.29	78	78	73	78	"	"	8	"	
3	1	5	"	"	"	3	0	<i>1/2</i>	30.26	78	78	73	78	"	"	7	"	
4	1	6	"	<i>N. N E 1/2 E.</i>	"	3	0	<i>1/2</i>	30.26	78	78	73	78	"	"	7	"	
5	1	8	"	<i>N. N E.</i>	<i>E. by S.</i>	3	0	<i>1/2</i>	30.25	78	77	72	78	"	"	7	"	
6	1	8	"	"	"	3	0	2	30.26	78	76	72	77	"	"	7	"	
7	1	8	"	"	"	3	0	2	30.27	78	76	72	77	"	"	6	"	
8	1	6	"	"	"	3	0	2	30.30	77	76	72	77	"	"	7	"	
9	1	4	"	"	"	3	0	2	30.30	76	75	72	77	"	"	7	"	
10	1	2	"	"	"	3	0	2	30.31	76	75	72	77	"	"	7	"	
11	1	4	"	"	"	3	0	2	30.32	76	75	72	77	"	"	7	"	
Mid.	1	4	"	<i>N by E 3/4 E.</i>	"	3	0	2	30.31	76	75	72	77	"	"	7	"	

under the command of

Commander Louis Kingsley
Thursday, April 11

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright moonlight. Gentle breeze from E. S. E. to S. E. by E. No change in sail. By the wind on starboard tack heading N. E. $\frac{1}{2}$ N. Apprentices at wheel.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Gentle breeze from S. E. by E to E. S. E. Clear and warm. By the wind on starboard tack under jib and double reefed topsails. Apprentices at the wheel.

J. R. Gear
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Gentle breeze from E. S. E. By the wind under same sail as in preceding watch. At 9-30 exercised at Company and Battalion drill (Eight marching order), 2nd period exercises and instructed starboard watch of apprentices in signals. Apprentices at the wheel. Temperature of magazines 84° 82° forward, 80° 79° aft.

H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather clear and pleasant, with gentle breeze from E. S. E. Barometer falling. Exercised apprentices of the watch at signals from 1.15 to 2.15. Apprentices of both watches engaged in firing at target broad astern. Expended in Ordnance Dept. 560 cartridges cal. 45 and 300 rounds cal. 22. Ship under sail alone, close-hauled on starboard tack.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze from E. by S. At 5.40 called all hands exercised making and shortening sail, leaving ship under same disposition of sail at 5.55. Moderate Easterly swell.

E. J. Ingle
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear. Bright moonlight after 9 o'clock. Gentle breeze from E. by S. No change in sail. By the wind on starboard tack, heading N. N. E. Apprentices at wheel.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from St. Thomas, W. I. to Port Royal, S. C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Wind.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.	18	3																	
1	1	7	Hauled in	N. N. E.	E. by S.		4	0	2	30.28	76	75	72	77	b.c.w.	circum.	4	d.	
2	1	8	"	N. by E. 3/4 E.	"		4	0	2	30.27	76	75	72	77	"	"	7	"	
3	2	0	"	N. by E. 1/2 E.	"		4	0	2	30.25	76	75	72	77	"	"	6	"	
4	2	0	"	N. E. 3/4 E.	"		4	0	2	30.25	76	75	72	77	"	"	6	"	
5	2	0	"	N. N. E.	"		4	0	2	30.26	76	75	72	76	b.c.	"	6	"	
6	2	0	"	"	"		4	0	2	30.26	76	74	71	76	"	"	6	"	
7	2	0	"	N. by E. 1/2 E.	"		4	0	2	30.27	75	74	71	76	"	"	6	"	
8	2	0	"	N. N. E.	"		4	0	2	30.30	75	74	71	75	b.c.p.	"	4	"	
9	1	7	"	N. by E. 1/2 E.	"		3-4	0	2	30.29	75	74	70	77	"	cum. mist.	4	"	
10	2	0	"	N. N. E. 1/4 E.	"		4	0	2	30.29	77	76	72	77	b.c.	cum. mist.	4	"	
11	2	0	"	N. N. E. 1/2 E.	"		4	0	2	30.28	77	76	72	77	"	"	4	"	
Noon.	2	4	"	N. E. by N.	E. S. E.		4	0	2	30.27	77	76	72	77	"	"	3	"	

41 9 Distance run by Log.

Course and distance made good since preceding noon by observations, N 3/4 E 42 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 03' N. "
	Longitude by D. R.	65° 00' W. "
	Latitude by observations of ☉	24° 03' N. "
	Longitude by chronometer from Forenoon Observations of ☉	64° 58' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	24° 24' N. "
	Longitude by <i>Observation</i>	64° 59' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	24° 21' N. "
	Longitude by <i>Chronometer from Afternoon Observation</i>	65° 01' W. "

Current during the time, 2 knots tenths per hour, setting to the S. E. by E. 3/4 E.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, 850 "

Water remaining on hand fit for use at Noon, tons 600 lbs.

Coal consumed during the preceding 24 hours, 140 " 1058 "

Coal remaining on hand at Noon,

P. M.	1	0		N. N. E.	E. S. E.		4	0	1 1/2	30.25	77	77	72	77	b.c.	cum. mist.	2	d.
1	1	0	Hauled in	N. by E.	"		4	0	1 1/2	30.23	76	77	72	77	"	"	1	"
2	2	0	"	S. by E.	"		3-4	0	1 1/2	30.21	77	77	72	77	"	"	2	"
3	1	6	"	"	"		3-4	0	1 1/2	30.21	77	77	72	77	"	circ.	2	"
4	1	8	"	"	"		3-4	2	2	30.19	76	76	72	77	"	"	3	"
5	2	0	"	"	"		3-4	2	2	30.20	76	76	73	77	"	"	3	"
6	1	6	"	"	"		3-4	2	1 1/2	30.21	76	76	73	77	"	"	3	"
7	1	8	"	S. by N. 1/2 N.	S. E. by E.		3-4	2	2	30.22	76	76	73	77	"	"	4	"
8	2	3	"	S. S. W.	"		4	2	1 1/2	30.21	76	75	71	76	"	"	5	"
9	2	8	"	S. by N. 3/4 N.	"		4	2	1 1/2	30.21	76	75	71	76	"	"	4	"
10	2	0	"	S. S. W.	S. E. by E.		3-4	2	1 1/2	30.18	76	75	71	76	"	"	4	"
11	1	8	"	S. S. W.	"		3-4	2	1 1/2	30.18	76	75	71	76	"	"	5	"
Mid.	1	8	"	S. by N. 3/4 N.	"		3-4	2	1 1/2	30.18	76	75	71	76	"	"	5	"

under the command of

Commander Louis Kingsley
Friday, April 12

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from E. by S. Partly cloudy and pleasant. Bright moonlight. By the wind on starboard tack, under jib and double reefed topsails. Apprentices at the wheel. At 12.30, sighted a barque on port beam, standing to the S.

Geo. R. Beach
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair to clear. Passing clouds last hour. Moderate breeze from E. by S. Under same sail as in preceding watch. Borne by the wind. Apprentices at the wheel. Sighted a sail standing to the N.

H. D. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon

Weather fair, with passing clouds during first half of watch. Breeze to moderate breeze from E. by S. to E. S. E. Barometer falling. At 9.30 mustered crew at quarters, then cleared ship for action, shading down royal yards, then went to General Quarters, the divisions reporting ready in 1 minute 35 seconds. Exercised until 10.05. Navigators Division firing at target toward bastion. Expended in Ordnance Dept. 200 cartridges cal. 45. Ship under full sail, close hauled on starboard tack. Temperature of magazines 54° 52° forward, 50° 75° aft.

W. B. Whitely
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy, but pleasant. Moderate and gentle E. S. E. breeze. By the wind on starboard tack until 12.30, when by order of Commanding Officer, ship heaving to by wind on port tack. Let spraker at 10 o'clock. Sighted barque standing to N. W. bearing about N. W. when sighted about 12.15. Expended in Ordnance Dept. 340 rounds cal. 45 rifle ball cartridges and 50 rounds 38 caliber revolver cartridges. Exercised apprentices of 3^d Division in firing at target with rifle and sub-caliber in 1 p.m., also in applying tourniquets. Moderate easterly sea. At 3.45 exercised crew at fire quarters.

R. B. Findale
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy. Gentle to moderate breeze from E. S. E. No change in sail. On port tack, by the wind, heading S. P. W. Apprentices at wheel.

N. T. C. Roman
Ensign U. S. N.

From 8 P.M. to Midnight

Moderate breeze from S. E. by E. and E. S. E. Partly cloudy and pleasant. Moon rose at 9.40. By the wind on port tack under jib and double reefed topsails. Apprentices at the wheel.

Geo. R. Beach
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Making passage from St. Thomas, V.I. to Port Royal, S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Current, by miles.	State of the Sea.	
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.								
A. M.	23	5																				
1	1	6	Kentidw	S. by N. 1/2 N.	E. S. E.		3.4	0	2	30.15	75	75	72	75	b.c.		cir. cum.		1	S.		
2	1	6	"	S. by E.	E. E.		3.4	0	2	30.13	75	75	72	75	"		"		1	"		
3	1	6	"	S. E.	E. E. by S.		3.4	0	2	30.11	75	75	72	75	"		"		2	"		
4	1	6	"	"	"		3.4	0	2	30.11	75	75	72	75	"		"		2	"		
5	2	1	"	"	"		4	0	2	30.12	75	75	72	76	"		cum.		2	S.		
6	2	8	"	"	"		4	0	2	30.13	75	75	72	76	"		"		3	"		
7	3	2	"	S. N. by N.	S. E.		4	0	2	30.13	75	75	72	77	b.c.p.g.		cum. unlt.		3	"		
8	3	2	"	"	"		4	0	2	30.13	76	75	72	77	b.o.		"		3	"		
9	2	8	"	N. S. N.	S. by E.		4	2	2	30.14	76	74	72	77	b.c.p.g.		cir. cum. unlt.		4	"		
10	2	8	"	N. S. N. 1/2 N.	"		4	2	1 1/2	30.14	77	75	73	77	"		"		7	"		
11	2	0	"	N. S. N.	"		3.4	2	1 1/2	30.13	77	75	73	77	b.c.g.		cir. cum.		4	"		
Noon.	0	5	"	N. E.	S. E.		4	2	—	30.12	78	77	74	77	b.o.		"		5	"		

50 5 Distance run by Log.

Course and distance made good since preceding noon by observations, S. N. 1/2 N.

20 knots. tenths.

Position at Noon: Latitude by D. R. 24° 04' N. "

Longitude by D. R. 65° 34' N. "

Latitude by observations of ☉ 24° 20' N. "

Longitude by chronometer from Forenoon Observations of ☉ 65° 13' N. "

Position at 3 A. M. Latitude by D. R. from Noon 24° 21' N. "

Longitude by observation 0 65° 04' N. "

Position at 3 P. M. Latitude by D. R. from Noon 24° 29' N. "

Longitude by chronometer from Afternoon observation 0 64° 44' N. "

Current during the time, 25 knots tenths per hour, setting to the N. E. 1/2 E.

Variation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. N. 1/2 N.

4° 31' N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. N. 1/2 N.

0° 51' N.

variation used, 3° 40' N.

Error of the Compass by Azimuth ☉ observed at ship's head

0°

Deviation of the Compass by Azimuth ☉ observed at ship's head

0°

variation used, 0°

Water expended during the preceding 24 hours,

450 gallons.

Water distilled during the preceding 24 hours,

125 "

Water remaining on hand fit for use at Noon,

525 "

Coal consumed during the preceding 24 hours,

tons 975 lbs.

Coal remaining on hand at Noon,

140 " 80 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
1	2	0	Kentidw	E 1/2 N.	S. E.	5	3	2	30.10	78	77	73	77	b.c.	cir. cum.	6	S.
2	3	0	"	E. N. E. 1/2 E.	"	5	3	2	30.08	78	77	73	77	"	"	5	"
3	3	2	"	E. by N.	"	5	3	2	30.07	78	77	73	77	"	"	5	"
4	2	6	"	"	"	5	3	2	30.06	78	77	73	77	"	"	5	"
5	2	0	"	E 3/4 N.	"	4	2	1 1/2	30.06	77	76	72	77	b.c.p.	cum. unlt.	3	"
6	1	8	"	E 1/4 S.	S. by E.	4	2	1 1/2	30.08	77	76	72	77	b.c.	cir. cum.	6	"
7	2	2	"	E 1/2 N.	"	4	2	1 1/2	30.08	77	76	72	77	"	"	6	"
8	2	0	"	"	"	4	2	1 1/2	30.08	77	76	73	77	"	"	6	"
9	2	2	"	"	"	4.5	2	1 1/2	30.09	77	76	73	77	b.c.g.	cum.	8	S.
10	2	1	"	"	"	4.5	2	1 1/2	30.09	77	76	73	77	"	"	7	"
11	2	3	"	"	"	4.5	2	1 1/2	30.10	77	75	72	77	"	"	5	"
Mid.	2	5	"	"	"	4.5	2	1 1/2	30.10	76	75	72	77	"	"	6	"

under the command of

Commander Louis Kingsley
Saturday April 13

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Breeze to moderate breeze from E. & E. to S.E. by S. Long swell from E. & E. By the wind under stow sail as in preceding watch. Apprentices at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather cloudy with passing rain squalls. Moderate breeze from S.E. by S. to S.E. Barometer steady. At 8 o'clock took in sprinker. At 5 o'clock started fire in boiler D, for distilling.

W. B. Whitney
Lieutenant U. S. N.

From 8 A.M. to Noon.

Generally cloudy. Passing rain squalls first part of watch. Moderate S. E. breeze. By the wind on port tack until 11.30 when by order of Commanding Officer, was ship hugging by the wind on starboard tack. Commenced distilling at 9 o'clock using boiler D. Marked S. E. sea. Temperature of magazines 54° - 52° forward, 180° - 77° aft.

A. D. Tindale
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Stiff breeze from S. & E. Barometer falling. No change in sail. Ripped up all bags. Towed out clothing and small stores. Distilling. By the wind on starboard tack, heading E. by S. Apprentices at the wheel.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Moderate breeze from S. & E. and S. by E. Partly cloudy with rain showers first hour. At 5.35 called all hands and exercised at reefing topsails. Shorted out double reef and took two single reefs. By the wind on starboard tack under jib and double reefed topsails. Apprentices at the wheel. Distilling with banked fire under boiler D.

J. R. Dean
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Moderate breeze from S. by E, blowing stiff in puffs. By the wind under same sail as in the preceding watch. Moon rose at 10.50 P.M. Apprentices at the wheel. Long sea from S. Distilling using boiler D.

J. H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from St Thomas, N.I. to Port Royal, P.R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.	17	9																
1	3	0	Handwritten	E 1/2 N.	S by E		4-5	3	1	30.08	76	75	71	77	b.c.	circum	3	S.
2	3	4	"	"	"		4-5	3	1	30.06	76	75	71	77	"	"	3	"
3	3	4	87.5	"	"		4-5	3	1	30.04	76	75	71	77	"	"	2	"
4	3	8	90.6	"	"		6	3	1	30.02	76	75	71	77	"	"	2	"
5	3	5	94.4	East	"		5-7	3	1 1/2	30.05	76	75	71	76	b.c.g.	sunb	2	R.
6	3	0	97.4	"	"		4-6	3	1 1/2	30.06	76	75	72	76	"	"	3	"
7	3	0	100.4	E 1/2 S	South		4-6	3	1 1/2	30.09	77	75	72	76	"	"	3	"
8	2	7	2.8	E S 1/2 E	S by N.		4-6	3	1 1/2	30.10	77	76	73	76	"	"	3	"
9	2	7	8.2	E by S	South		5-6	3	1 1/2	30.10	78	77	73	77	"	circum	2	"
10	2	7	8.2	E S E	S by N.		5-6	3	2	30.12	78	78	74	77	"	"	2	"
11	2	5	9.8	E by S	South		6	3	2	30.12	78	79	75	77	"	"	3	"
Noon.	2	7	12.5	"	"		6-7	3	2	30.12	78	80	75	77	"	"	3	"

64.3 Distance run by Log.

Course and distance made good since preceding noon by observations, E N E 1/4 E. 90 knots. tenths.

Position at Noon:	Latitude by D. R.	24 0 40' N. "
	Longitude by D. R.	64 0 06' W. "
	Latitude by observations of ☉	24 0 53' N. "
	Longitude by chronometer from Forenoon Observations of ☉	63 0 45' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	24 0 52' N. "
	Longitude by observation ☉	63 0 59' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	24 0 53' N. "
	Longitude by Chronometer from Afternoon Observation ☉	63 0 23' W. "

Current during the time, 22 knots tenths per hour, setting to the N E 1/4 E.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400 gallons.	
Water distilled during the preceding 24 hours,	923	
Water remaining on hand fit for use at Noon,	1048	
Coal consumed during the preceding 24 hours,	1 tons 15 10 lbs.	
Coal remaining on hand at Noon,	138 810	

P. M.																			
1	3	0	15.7	E. by S.	S. by N.	6	3	1 1/2	30.12	79	79	74	77	b.c.g.	circ. cum. mist.	4	6		
2	3	3	19.0	"	"	6	3	1 1/2	30.10	78	78	74	77	"	circ. cum. mist.	1	"		
3	3	2	22.2	"	"	6	3	1 1/2	30.10	78	78	74	77	"	"	4	"		
4	3	2	25.4	E 3/4 S.	"	6	3	1 1/2	30.10	78	78	74	77	"	circ. cum. mist.	1	"		
5	3	2	28.6	E. by S.	"	4-5	3	1	30.10	78	77	74	77	b.c.g. p.	"	1	"		
6	2	5	30.3	S E.	S N.	4-8	4	—	30.15	76	74	72	77	b.c.g. p.	"	1	"		
7	0	8	Hand in	S by E	N. by N.	4-6	4	6	30.18	74	73	71	77	b.c.g. p.	"	1	"		
8	0	5	"	"	N. by N.	3-4	3	6	30.20	74	72	70	77	b.c.p.	"	2	"		
9	0	2	"	"	"	3	2	6	30.22	74	73	71	77	b.c.b.	"	1	"		
10	0	2	"	"	"	3	2	6	30.22	74	73	71	77	"	"	1	"		
11	—	—	Pro dragage	"	"	2	2	0	30.22	74	73	71	77	b.c.p.	"	1	"		
Mid.	—	—	"	"	Calm	0	0	0	30.22	74	73	71	77	"	"	2	"		

under the command of

Commander Louis Kingsley
Sunday, April 14

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather cloudy. Moderate breeze increasing to fresh breeze from S. by E. Barometer falling. Moon showing through rifts in the clouds. At 3.05 put on patch log, registering 87.5. Ship under jib and double reefed topsails, close hauled on starboard tack. Distilling.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Stiff to very fresh breeze in squalls and puffs. By the wind on starboard tack. No change in sail. Rough cross S.E. swell and southerly sea. Barometer rising. Distilling.

R.D. Tisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy and hazy. Stiff to very fresh breeze from South to S. by W. By the wind on starboard tack, heading E. by S. Apprentices at the wheel. Distilling At 9.30 mustered at quarters and Commanding Officer inspected ship and crew, after which rigged Church and Commanding Officer read orders. By order of Commanding Officer released P. Newman. App. 3 cases, his term of confinement having expired. Temperatures of magazine 84° 82° forward, 80° 77° aft.

N.J. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Fresh breeze from E. by S. Cloudy and pleasant. Chopping sea. By the wind on starboard tack under jib and double reefed topsails. Apprentices at the wheel. Distilling with backed fore under biter D.

Geo. R. Beach
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Passing showers. Thunder. Lightning. Gentle to moderate breeze from S. by W. to W. by S. Raising stiff to moderate gale in squalls. At 5.30 took close reef two topsails and set for the main staysail; hauled down jib. At 5.50 got up and hnd for storm staysail, and storm mizzen. At 5.55 took in topsails and for topmast staysail, set for storm staysail, main topsail and storm mizzen, and lay to under this sail. Shot sea. Apprentices at the wheel. Distilling, using biter D.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Another cloudy. Light passing showers. Lightning in East. Gentle breeze from N.E. falling to calm. Barometer steady. At 9.20 took in for storm staysail. Ship laying to under main topsail and storm mizzen no clewaway last two hours. Distilling.

W.B. Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex *Third Rate,*

Making passage from St. Thomas, P.R. to Port Royal, S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M. 20	1																
1	0	0	Revolutions	No steeringway	Calms		0	0	0	30.20	75	74	71	77	o.c.	cum. mist	0
2	0	0	"	"	"		0	0	0	30.18	75	74	71	77	"	"	0
3	0	0	"	"	"		0	0	0	30.17	75	74	71	77	"	"	0
4	0	0	"	"	"		0	0	0	30.16	75	74	70	77	"	"	0
5	0	0	"	"	"		0	0	0	30.18	75	74	71	77	o.c.d.	"	0
6	0	0	"	"	South		0-1	0	0	30.20	75	74	72	77	"	"	0
7	0	5	"	N. N. E.	"		1	0	0	30.21	75	74	72	77	"	"	0
8	0	5	"	N. by N.	"		1	0	0	30.23	76	74	72	77	"	"	0
9	1	8	"	N. N. W.	S. N. by S.		2	0	0	30.24	76	75	72	77	b.c.	"	2
10	2	8	"	N. N. by W.	S. W.		2	0	1/2	30.25	76	75	73	77	b.c. g. n.	"	2
11	1	6	"	N. W. by W.	"		2	0	1/2	30.25	76	75	73	77	b.c. g. n.	"	1
Noon.	0	0	"	No steeringway	Calms.		0	0	0	30.26	76	74	72	77	o.c.n.	"	0

27 3 Distance run by Log.

Course and distance made good since preceding noon by observations,

35 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 57' N. "
	Longitude by D. R.	63° 29' W. "
	Latitude by observations of ☉	No observation — — — "
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	63° 10' W. "
	Latitude by D. R. from Noon	24° 54' N. "
	Longitude by observation of ☉	63° 04' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	24° 57' N. "
	Longitude by D. R. from Noon	63° 11' W. "

Current during the time, 19 knots tenths per hour, setting to the East by

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400 gallons.	
Water distilled during the preceding 24 hours,	1102 "	
Water remaining on hand fit for use at Noon,	1750 "	
Coal consumed during the preceding 24 hours,	1 tons 610 lbs.	
Coal remaining on hand at Noon,	137 " 200 "	

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	0	0	Revolutions	No steeringway	Calms.		0	0	0	30.25	74	74	72	77	o.c.n.	cum. mist	0
2	0	0	"	"	"		0	0	0	30.23	74	73	72	77	"	"	0
3	0	0	"	"	"		0	0	0	30.23	74	73	72	77	"	"	0
4	0	0	"	"	North		0-1	0	0	30.23	73	71	70	77	"	"	0
5	0	0	"	"	Calms		0	0	0	30.23	73	71	70	77	"	"	0
6	0	0	"	"	E. N. E.		0-1	0	0	30.23	73	71	70	77	o.c.	"	0
7	0	5	"	N. N. E.	N. E.		1	0	0	30.24	74	72	71	77	"	"	0
8	0	7	"	"	"		1	0	0	30.24	74	72	71	77	"	"	0
9	0	5	"	"	"		1	0	0	30.23	75	72	71	76	b.c.	"	2
10	0	7	"	"	E. N. E.		1-2	0	0	30.23	75	71	70	76	"	"	4
11	0	8	"	"	E. S. E.		1-2	0	0	30.22	74	71	70	76	"	"	5
Mid.	0	5	"	"	"		1-2	0	0	30.22	74	71	70	76	"	"	5

under the command of

Commander Louis Kingsley
Monday, April 15

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Calm. Main topsail and storm mizzen set. No stowaway. Ship gradually lying into trough of Southely swell, heading E. N. E. to East. Distilling.

R. D. Hoadley
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy and unsettled weather. Calm to light air from South. Barometer rising. At 5.45 set foreail, for topsail and jib, and started to wear ship. At 7.30 came to course. Crew under plain sail to topsails except spanker. Baled up main topsail at 6.15 and hauled down storm mizzen. Distilling. Apprentices at wheel.

N. P. Coleman
Ensign U. S. N.

From 8 A.M. to Noon.

Light breeze from N. by E. and S. W. until 11.00, calm last hour. Overcast and rainy after 10.00. Hauled up topgallant sails at 10.15 and took in spanker 11.00. On port tack under jib, foreail and topsails, with no stowaway last hour. Mustered crew at quarters at 9.30, gave apprentices new stations and exercised at great guns. Instructed new boys of forward Powder Division in construction of magazine. Overhauled recoil cylinder of starboard after 4 inch R. & D. gun No 48. Distilling with filter baled under boiler E. Apprentices at the wheel. By order of Commanding Officer placed C. P. Hays at App. 2 cl. in solitary confinement on bread and water for three days, for jumping boat. Temperature of magazine 84°-82° forward, 80°-77° aft.

Geo. R. Cleary
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast, cloudy and raining all the watch. Calm until 3.30, when light air from North sprung up. At 2.30 hauled up foreail and set it again at 3.30. At end of watch on starboard tack under jib, foreail and topsails. Course West (p.e.). Gunner's gang overhauled recoil cylinders of main and secondary batteries. Apprentices at the wheel. Shot lumpy sea. Distilling using boiler D.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather overcast and cloudy. Calm to light air from N.E. and E. N.E. Barometer steady. At 4.30 sighted a sail on starboard quarter, bearing N.E. No stowaway first hour, then squared away to N. E. W. At 5.30 took in jib and set for topmast staysail. Distilling.

W. S. Whitchelley
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast and cloudy to fair weather. Light S. Ely. to E. S. Ely. air. Course N. E. W., barely stowaway. Distilling. No change in sail. Entirely smooth.

R. D. Hoadley
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from St. Thomas, V.I. to Port Royal, P.R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 0.	Air by Bulb.	Wet Bulb.	Water at Surface.				
A. M.	6	7																
1	1	1	Hachidun	Oh. S. W.	N. E.		1-2	0	0	30.20	74	71	69	77	b. c.	cum. cum.	3	S.
2	1	0	"	"	"		1-2	0	0	30.18	74	71	70	77	"	"	4	"
3	1	1	"	"	N. N. E.		1-2	0	0	30.17	73	72	70	77	o. c.	"	0	"
4	1	0	"	"	"		1-2	0	0	30.18	73	72	70	77	"	"	0	"
5	1	0	"	"	"		1	0	0	30.19	73	71	69	77	b. c. p.	"	1	S.
6	0	5	"	"	"		1	0	0	30.19	73	71	69	77	b. c.	"	3	"
7	0	5	"	"	N. by W.		1	0	0	30.19	73	72	70	77	"	"	5	"
8	2	0	30.3	"	"		1-3	0	0	30.20	77	71	69	77	"	"	7	"
9	3	0	33.3	"	South		2	2	0	30.22	74	72	69	77	"	circ. cum.	7	"
10	1	3	34.6	"	"		2	2	0	30.21	75	73	70	77	"	"	7	"
11	2	0	35.1	"	"		2-3	0	0	30.21	75	73	69	77	"	cum.	4	"
Noon.	2	5	36.9	"	"		2-3	2	0	30.21	75	73	68	77	"	circ. cum.	5	"

20.7 Distance run by Log.

Course and distance made good since preceding noon by observations, S $\frac{1}{4}$ W.

43 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 47' N. "
	Longitude by D. R.	63° 29' W. "
	Latitude by observations of ☉	24° 18' N. "
	Longitude by chronometer from Forenoon Observations of ☉	63° 19' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	24° 23' N. "
	Longitude by observations	63° 11' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	24° 02' N. "
	Longitude by chronometer from Afternoon observation	63° 51' W. "

Current during the time, 30 knots tenths per hour, setting to the S. by E. $\frac{1}{2}$ E.Variation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head Oh. S. W. $\frac{1}{2}$ W. 4° 47' W.Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head Oh. S. W. $\frac{1}{2}$ W. 3° 10' W.

variation used, 4° 57' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1150 "

Water remaining on hand fit for use at Noon,

2600 "

Coal consumed during the preceding 24 hours,

1 tons 1135 lbs.

Coal remaining on hand at Noon,

135 " 1305 "

P. M.	1	3	38.2	Oh. S. W.														
1	0	8	39.0	Oh. S. W.	N. S. W.	2-3	2	0	0	30.18	75	73	67	77	b. c.	circ. cum.	5	S.
2	2	8	41.8	Oh. S. W.	N. S. W. by Oh.	2-3	2	$\frac{1}{2}$	$\frac{1}{2}$	30.16	75	73	68	77	"	"	7	"
3	2	1	43.9	S. W. by Oh. $\frac{1}{2}$ W.	"	2-3	2	$\frac{1}{2}$	$\frac{1}{2}$	30.15	77	75	69	77	"	"	7	"
4	3	2	47.1	"	"	3	2	$\frac{1}{2}$	$\frac{1}{2}$	30.14	78	77	70	77	"	"	7	"
5	4	0	51.1	S. W. by Oh. $\frac{1}{2}$ W.	N. W.	3	2	$\frac{1}{2}$	$\frac{1}{2}$	30.14	78	76	69	77	"	"	7	"
6	4	4	55.5	"	"	3	2	$\frac{1}{2}$	$\frac{1}{2}$	30.15	76	75	69	77	"	"	8	"
7	4	0	59.5	Oh. S. W.	"	3	2	$\frac{1}{2}$	$\frac{1}{2}$	30.17	75	73	68	77	"	"	9	"
8	4	7	64.2	"	"	3-4	2	$\frac{1}{2}$	$\frac{1}{2}$	30.18	75	73	68	77	"	"	8	"
9	5	4	69.6	"	N. W. by Oh.	4	3	1	1	30.19	75	73	68	77	"	"	9	"
10	4	9	74.5	"	"	4	3	1	1	30.20	75	73	68	77	"	"	9	"
11	4	8	79.3	"	"	4	3	1	1	30.19	75	73	68	77	b. c.	none	10	"
Mid.	5	3	84.6	"	"	4	3	1	1	30.18	74	72	67	77	"	"	10	"

under the command of

Commander Louis Kingsley
Tuesday, April 16

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Cloudy and pleasant. Light breeze from N.E. to E.N.E. Barometer falling. At 12.30 set topgallant sails. At end of watch under plain sail to topgallant sails, except mainsail and spanker, on course N. E. by E. Appointments at the wheel. Distilling.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A. M.

Light breeze from N. N.E. and N by E, increasing to gentle breeze last hour. Clearing weather. Set the jib and reefed at 7.30. At end of watch on course N. E. by E, under plain sail to topgallant sails, except spanker and a single reef in mainsail. Distilling with banked fire under boiler D. Appointments at the wheel. Put on patrol log at 8.00, reading 30.3.

A. R. Beck
Lieutenant U. S. N.

From 8 A. M. to Merid.

Clear. Light to gentle breeze from North. At 9.30 mustered at quarters, and then exercised sending up royal yards, shortening sail and making sail. Instructed newly stationed boys in their duties at these exercises. During drill exercise E. R. Duval, App 3d, fell from the main rigging overboard on starboard side. He sustained no injuries and was helped on board by one boy and a man. The life buoy was let go and then hauled life boat to pick it up again. "Home to" with main topsail aback and hoisted life boat. Outlet for storm staysail and storm mizzen. Got up and hauled and set main topsail staysail and mizzen staysail. One sail in sight to E. during watch. Bluebird hinged. Course N. E. by E, p. Distilling using boiler D. At end of watch under all plain sail to rigging with single reef in mainsail, except spanker. Appointments at the wheel. Commanding Officer awarded J. Howell, App 3d, 3 days solitary confinement on bread and water, for deliberately leaving his station as messenger and going forward and laying down under the topgallant forecette. Temperature of magazines 84° 52° forward, 80° 77° aft.

H. Purcell
Lieutenant U. S. N.

From Merid. to 4 P. M.

Weather clear and pleasant. Light to gentle breeze from N. E. to N. by E. Barometer falling. At 12.30 hauled by the wind on starboard tack. Distilling.

W. B. Whitchey
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear and pleasant. Gentle to moderate breeze from N. E. By the wind on starboard tack. At 5.40 called all hands and exercised crew reefing topsails, making plain sail to topgallant sails at 5.50. Smooth sea. Distilling.

R. D. Tisdale
Ensign U. S. N.

From 8 P. M. to Midnight.

Clear. Bright starlight. Moderate breeze from N. E. by E. No change in sail. Stopped distilling at 9.15. Appointments at wheel. By the wind on starboard tack heading N. E. by E.

Examined and found to be correct.

N. A. Coleman
Ensign U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Thomas, A. I. to Port Royal, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Proportion of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 0.	Air Day Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.	4	7	7																
1	5	0	89.6	Ch. $\frac{1}{2}$ Ch.	N. Ch. by N.		4	3	$\frac{1}{2}$	30.15	74	73	67	77	b.	none	10	9	
2	4	4	94.0	"	"		4	3	$\frac{1}{2}$	30.13	74	72	65	77	"	"	10	"	
3	5	0	99.0	"	"		4	3	$\frac{1}{2}$	30.12	74	72	65	77	"	"	10	"	
4	4	4	3.4	"	"		4	3	$\frac{1}{2}$	30.11	74	72	65	77	"	"	10	"	
5	4	3	7.7	Ch. $\frac{1}{2}$ S.	N. by Ch.		3	0	$\frac{1}{2}$	30.11	73	72	65	77	b.c.	stat.	9	"	
6	3	9	11.6	Ch. $\frac{1}{2}$ N.	N. by Ch.		3	0	$\frac{1}{2}$	30.13	73	71	66	77	"	"	9	"	
7	2	0	13.5	Ch. N. Ch. $\frac{1}{4}$ Ch.	N. by E.		2-3	0	$\frac{1}{2}$	30.15	74	72	66	76	b.	none	10	"	
8	2	0	Hauled in	N. Ch. by Ch.	N. E. by N.		2-3	0	$\frac{1}{2}$	30.15	74	72	66	76	"	"	10	"	
9	1	3	"	"	"		1-2	0	1	30.17	75	73	67	77	"	"	10	"	
10	0	5	"	"	"		1-2	0	1	30.17	75	73	67	77	"	"	10	"	
11	1	5	"	"	"		1-2	0	1	30.15	76	74	68	77	"	"	10	"	
Noon.	1	8	"	"	N. N. E.		1-2	0	1	30.15	76	75	68	78	"	"	10	"	

§ 3. Distance run by Log.

Course and distance made good since preceding noon by observations, *Ch. by N. $\frac{1}{4}$ Ch.* 92 knots. tenths.

Position at Noon: Latitude by D. R. 23° 37' N. "
 Longitude by D. R. 64° 32' W. "
 Latitude by observations of ☉ 23° 37' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 64° 49' W. "

Position at 8 A. M.: Latitude by *D. R. from Noon* 23° 38' N. "
 Longitude by *observation* 64° 44' W. "

Position at 8 P. M.: Latitude by *D. R. from Noon* 23° 44' N. "
 Longitude by *Chronometer from Afternoon observation* 65° 13' W. "

Current during the time, *15 $\frac{1}{2}$* knots tenths per hour, setting to the *Ch. set*Variation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *N. Ch. by Ch.* 0° 19' Ch.Deviation of the Compass by Azimuth ☉ observed at *8 A. M.*, ship's head *N. Ch. by Ch.* 0° 46' Ch. variation used, 0° 33' Ch.

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water *distilled* during the preceding 24 hours, 500 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, tons 1440 lbs.

Coal remaining on hand at Noon, 134 " 2105 "

P. M.	Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 0.	Air Day Bulb.	Air Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	0	7																
1	0	7																
2	1	7																
3	1	6																
4	2	0	13.5	"	"		2	0	0	30.07	80	79	76	77	"	"	10	"
5	3	0	15.2	"	"		3	0	0	30.07	81	77	70	78	"	"	10	"
6	3	3	18.0	"	"		3	0	0	30.08	79	76	69	77	"	"	10	"
7	3	3	21.3	"	"		3	0	0	30.08	78	75	68	77	b.c.	cum stat	9	"
8	3	7	25.0	"	"		3	0	0	30.09	78	75	68	77	"	"	9	"
9	4	4	29.4	"	"		4	0	0	30.12	77	75	68	77	"	cir cum	7	"
10	4	8	34.2	"	"		4	0	0	30.11	76	75	69	77	"	"	6	"
11	4	1	38.3	"	"		4	0	0	30.10	76	75	69	77	"	"	5	"
Mid.	4	9	43.2	"	"		4	0	0	30.09	76	75	70	77	"	"	4	"

under the command of

Commander Louis Kingsley
Wednesday, April 17

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Moderate breeze from N.W. by N., steady in force and direction. Clear and pleasant. Bright moonlight. Moon rose at 1.28. Smooth sea. By the wind on starboard tack under fore topmast staysail and plain sail to topgallant sails, except a single reef in mainsail. Apprentices at the wheel.

A. R. Glean
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Light to gentle breeze from N.E. by N. to N. by W. At 5 o'clock set royals and flying jib. At 7.30 set main topmast staysail and mizzen topmast staysail. Lower N.W. by W. (pc). At end of watch under all staysails and plain sail to royals, with single reef in mainsail. Apprentices at the wheel.

J. D. Purcell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant. Light breeze to light air from N.E. by N. to N. by E. Barometer steady. At 9.30 mustered crew at quarters, then exercised at furling and making sail. Crew furl'd sails and yards square, made all sails to royals, crew hauled on starboard tack in 4 1/2 minutes. Exercised until 10.05 when left ship under all sails to royals except for topmast staysail, mainsail and spanker. Temperature of magazines 84° 82° forward, 77° 75° aft.

W. B. Whittelsey
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudless and warm. Light breeze from E. S.E. to S.E. Lower N.W. by W. until 12.30, when changed by order of Commanding Officer to N.W. by W. 1/2 W. (pc). At 12.30 took in flying jib, main and mizzen topmast staysails. Barometer falling. Tested magazine flood cocks and found them in good working order. Expended in Ordnance Dept. 700 rounds 32 cal. rifle cartridges in target practice.

A. D. Finck
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breeze from S.E. No change in sail. On course N.W. by W. 1/2 W. Apprentices at the wheel.

N. A. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Moderate breeze from S.E. and S.S.E. Partly cloudy and pleasant. Smooth sea. Let the lee clew of the mainsail at 10.00. At end of watch on course N.W. by W. 1/2 W., per Standard, under plain sail to royals, except flying jib, weather clew of mainsail and spanker. Apprentices at the wheel.

A. R. Glean
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Maiton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from St Thomas, I. S. to Port Royal, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
A. M.	1	5	4	48.6	N. by E. 1/2 E.		4	2	0	30.07	76	75	70	77	b.c.w.	cum.	8			
2	5	1	53.7	"		4	2	0	30.05	76	76	72	77	"	"	7				
3	5	2	53.8	"		4	2	0	30.02	76	76	72	77	"	cir. cum.	6				
4	5	2	58.7	"		4	2	0	30.00	76	76	72	77	"	"	5				
5	5	6	64.3	"		4	2	0	30.01	76	76	72	77	"	"	2				
6	6	0	70.3	"		4	3	0	30.01	76	76	73	77	b.c.	"	4				
7	6	4	76.7	"		4.5	3	0	30.02	76	76	73	77	b.c.g.p.	cum. cum.	3				
8	6	6	83.3	"		4.5	3	0	30.03	76	77	74	77	"	"	4				
9	7	5	90.8	"		4.5	3	0	30.03	78	77	74	77	b.c.	"	5				
10	8	5	99.6	"		5	3	0	30.02	78	77	75	77	"	cir. cum.	5				
11	7	8	7.4	"		5	3	1/2	30.02	78	78	75	77	"	"	5				
Noon.	7	4	14.8	"		5	3	1/2	30.00	79	79	75	77	b.c.g.	cum. cum.	4				

115 Distance run by Log.

Course and distance made good since preceding noon by observations, N. E. by E. 1/2 E. 130 knots. tenths.

Position at Noon: Latitude by D. R. 24° 23' N. "
 Longitude by D. R. 66° 43' W. "
 Latitude by observations of ☉ 24° 34' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 66° 52' W. "

Position at 8 A. M.: Latitude by D. R. from Noon 24° 20' N. "
 Longitude by observation 0

Position at 8 P. M.: Latitude by D. R. from Noon 24° 59' N. "
 Longitude by chronometer from afternoon observation 67° 28' W. "

Current during the time, 14 knots tenths per hour, setting to the S. E. 1/4 S. E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. E. by E. 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 0° 45' E. variation used, 3° 15' E.

Error of the Compass by Azimuth ☉ observed at , ship's head 0° 1' "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0° variation used, 0°

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, 2200 "

Water remaining on hand fit for use at Noon, 2200 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 134 " 1465 "

P. M.																				
1	7	6	21	4	N. E. by E. 1/2 E.		S. E. by E.		6	2	1/2	29.97	80	80	76	77	b.c.	cum. cum.	6	
2	6	9	28	3	"		"		6	2	1/2	29.97	80	80	76	77	"	"	4	
3	6	4	34	7	"		"		6	2	1/2	29.94	79	80	76	77	"	"	1	
4	5	7	40	4	"		"		6	2	1/2	29.94	79	80	76	77	"	"	3	
5	5	8	46	2	"		"		6	2	1/4	29.94	79	80	76	77	"	"	3	
6	5	2	51	4	N. E. 1/4 E.		S. E.		5	3	1/2	29.96	78	78	75	77	"	"	3	
7	5	3	56	7	N. E. by E. 1/2 E.		"		5	3	1/2	29.97	78	78	75	77	"	"	6	
8	5	9	62	6	"		"		5	3	1/4	29.97	77	77	75	77	b.c.	cum.	10	
9	4	7	67	3	"		S. E. by E.		4	2	1/2	29.98	77	77	75	76	b.c.w.	cum. cum.	9	
10	4	4	71	7	"		"		4	2	1/2	29.98	77	77	75	76	"	"	9	
11	4	3	76	0	"		"		4	2	1/2	29.98	77	77	75	76	"	"	8	
Mid.	4	5	76	3	"		"		4	2	1/2	29.96	77	77	75	76	b.c.w.	"	9	

64. 7

6-200

under the command of

Commander Louis Kingsley
Thursday, April 18

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Moderate breeze from South and S. by W. Moon rose at 20'clock. Under same sail as in preceding watch. Course N. by N. $1\frac{1}{2}$ W. per Appointments at the wheel.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather cloudy. Moderate breeze increasing to stiff breeze from S. W. Passing rain squalls during last half of watch. At 4:30 set another crew of mizenmast and flying jib. At 6:40 took in ensign and flying jib. At 8 o'clock sighted a three masted schooner 3 points forward of port beam, and a sail broad off the port quarter. Ship under sail alone steering a course.

W. W. Whittelsey
Lieutenant U. S. N.

From 8 A.M. to Noon.

Fair and pleasant. Stiff breeze from S. W. and S. by S. Course N. by N. $1\frac{1}{2}$ W. At 9:30 had quarters for muster and inspection. Serviced apprentices as follows: 1st Division, gunnery; 2nd Division, pistols; 3rd Division, small arms; Powder Division, angle sticks. At 10:30 took in topgallant sails. At 11:30 hoisted for topmast staysail. Moderate S. W. sea. Three masted schooner passed ahead and to N. By order of Commanding Officer released from confinement O. P. Neuge (App 3 class) by reason of expiration of confinement and placed in solitary confinement on bread and water for three days. Jos. Morrell (App 3 class) officer, deliberately leaving his station while on messenger watch, going forward and lying down under the topgallant forecabin. Temperature of magazines 83° 80° forward, 77° 75° aft.

R. D. Sindale
Ensign U. S. N.

From Noon to 4 P.M.

Generally fair. Fresh breeze from S. W. by S. Moderate sea from S. W. No change in sail. From 1:15 to 2:15 exercised 2nd and Powder Division at signals. From 2:30 to 3:15 exercised 1st and 2nd Companies Infantry. On course N. by N. $1\frac{1}{2}$ W. Appointments at the wheel.

W. A. Holman
Ensign U. S. N.

From 4 to 8 P.M.

Fresh to stiff breeze from S. W. by S. and S. W. Cloudy until last hour then clear with heavy dew. Moderate sea. At 6:40 called all hands and exercised; at reefing topsails took a single reef, then turned it up and made sail to topsails. At end of watch on port tack under for topmast staysail and plain sail to topsails except spunkies. Appointments at the wheel.

Geo. R. Green
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Hot. Lightning in N. W. first three hours. Moderate breeze from S. W. by S. Course N. by N. $1\frac{1}{2}$ W. per. Under same sail as in preceding watch. Appointments at the wheel.

H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Melton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Thomas, I. to Port Royal, P. R.

Hour.	Mins.	Secs.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Sky, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.	64	7															
1	4	1	80.4	N. by E. 1/2 E.	S. E.	4	2	1	29.94	76	77	75	76	b. c. h. v.	cum. m. b.	3	M.
2	4	6	85.0	"	"	4	2	1	29.92	76	77	75	76	"	"	7	"
3	4	5	89.5	"	"	4	2	1	29.90	76	77	75	76	"	"	4	"
4	4	8	94.3	"	"	4	2	1/2	29.89	76	77	75	76	"	"	7	"
5	5	8	100.1	"	S. E. by S.	5	3	1/2	29.88	76	76	74	77	b. a. l.	"	2	"
6	6	2	6.3	"	"	5.6	3	1	29.89	76	76	74	77	b. a.	"	1	"
7	6	4	12.7	"	"	5.6	3	1	29.90	76	76	74	77	"	"	1	"
8	4	1	16.8	N. E. by N.	S. E.	5.6	3	1	29.90	77	76	74	77	b. c. t. h. v.	"	0	"
9	4	1	20.9	E. N. E. 1/4 E.	N. N. W. to N. N. E.	4.6	0	0	29.92	74	74	74	77	b. c. t. h. v.	cum. m. b.	0	"
10	2	8	23.7	S. E. by S.	"	3.4	0	0	29.96	73	72	70	77	"	"	0	B.
11	1	0	25.0	S. by E.	E. by N.	3	2	0	29.97	73	72	70	77	b. c. f. p.	cum. m. b.	0	"
Noon.	2	0	26.9	S. E. by S.	N. N. E.	2.3	3	1	29.97	73	72	70	77	b. c. f. p.	"	0	"

115.5 Distance run by Log.

Course and distance made good since preceding noon by observations, N. E. by E. 1/4 E. 89 knots. tenths.

Position at Noon: Latitude by D. R. 25° 31' N. "
 Longitude by D. R. 68° 17' W. "
 Latitude by observations of ☉ 25° 21' N. "
 Longitude by chronometer from Forenoon Observations of ☉ 68° 13' W. "

Position at 8 A. M.: Latitude by D. R. from Noon 25° 23' N. "
 Longitude by observations of ☉ 68° 19' W. "

Position at 8 P. M.: Latitude by D. R. from Noon 25° 09' N. "
 Longitude by Chronometer from Afternoon observations of ☉ 68° 08' W. "

Current during the time, 11 knots tenths per hour, setting to the S. by E. 1/2 E.

Error of the Compass by Azimuth ☉ observed at ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, 1800 "

Water remaining on hand fit for use at Noon, 1800 "

Coal consumed during the preceding 24 hours, tons — lbs.

Coal remaining on hand at Noon, 134 " 1465 "

P. M.	Hour.	Mins.	Secs.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Sky, by symbols.	State of the Sea.
1	2	0	Passed in		S. E.	N. E. by E.	4	3	1/2	29.97	73	71	69	77	b. c. f. p.	cum. m. b.	0	B.
2	2	0	"		S. E. 1/2 S.	"	3	2	1/2	29.97	73	71	69	77	"	"	0	"
3	1	5	"		S. E. 3/4 S.	"	2	1	1	29.95	73	71	68	77	b. c.	"	0	"
4	1	5	"		S. by E.	Ch. l.	2	1	1	29.95	73	71	68	77	b. c.	"	5	"
5	1	5	"		S. by E. 1/2 E.	E. by N.	3	0	1/2	29.96	74	73	70	76	"	"	6	"
6	1	4	"		S. by E.	Ch. l.	3	0	1/2	29.97	74	73	70	76	"	"	7	"
7	1	4	"		S. 1/2 E.	"	3	0	1/2	29.98	74	73	70	76	"	"	4	"
8	1	4	"		S. by E. 1/2 E.	E. by N.	3	0	1/2	29.99	75	73	70	76	"	"	7	"
9	1	6	"		S. E.	E. by N.	3.4	2	1/2	30.00	75	73	70	76	"	"	8	"
10	2	4	"		S. E.	N. E. by E.	3	2	1	30.03	74	73	70	76	"	"	7	"
11	3	2	26.9		S. E. 1/2 E.	N. E.	3	3	1	30.03	74	73	70	76	"	"	9	"
Mid.	2	0	28.1		S. E. by E.	"	2	3	1	30.03	74	73	70	76	"	"	8	"

under the command of

Commander Louis Kingsley
Friday, April 19

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather fair. Light and passing on with the wind. Moderate breeze from S.W. Barometer falling. Heavy dew. Lightning to the N.W. Ship under jib, fore topmast stayrail, topails and combs, steering a course.

W. S. Whitley
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to overcast. Squally and rainy. Stiff and fresh S.W. breeze, shifting at 7.50 to West, attended with lightning and thunder and heavy rain from Westward and N.W. At 7.45 took in mainsail, jib, and set the topails on cap, and hoisted at reef tackle. Moderate S.W. sea.

R. S. Fiske
Ensign U. S. N.

From 8 A.M. to Noon.

Cloudy weather, raining most of the time. Light to fresh breeze in squalls from S.W. by N. to N.W. Barometer steadily and rising. At 10 o'clock took two reefs in topails and wore ship. At 11 o'clock shook out reefs and came by the wind on starboard tack heading S.W. 1/4 S. At 11.15 set mainsail. At 11.30 hoisted up mainsail. At 11.45 set mainsail. At 10 o'clock set jib. At end of watch under plain sail to topails except spanker heading S.W. by E. by the wind on starboard tack. Course S.W. by N. 1/2 E. Appointments at the wheel. Temperature of magazines 83° 80° forward 50° 75° aft.

R. D. Colman
Ensign U. S. N.

From Noon to 4 P.M.

Moderate breeze from S.W. by N. hauling to West and falling to light breeze last hour. Overcast with passing show showers filed half partly clearing to S.W. and N.W. last hour. Carried backward by every half hour at heaving the log. At 12.50 hoisted up mainsail. By the wind on starboard tack, under jib, fore topmast stayrail, foreail and topails. Appointments at the wheel.

J. R. Brown
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Gentle breeze from West and N.W. by N. At 5.45 carried reefing topails and took three reefs in the topails. At 7.15 hoisted down jib. By the wind under fore topmast stayrail, close reefed topails and foreail at end of watch. Appointments at the wheel.

J. D. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather clear and pleasant. Light to gentle breeze from N.W. by N. to N.W. Barometer steady. At 9 o'clock shook the reefs out of topails and set jib and mainsail. Ship close hauled on starboard tack.

W. S. Whitley
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton
Lieutenant U. S. N. Navigator.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Eighths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.	2	9																
1	2	5	28.9	N. by E.	N. by E.	3-4	2	1	30.01	73	72	69	76	b.c.	circum	8	3	
2	2	0	29.8	"	"	3	2	1	30.00	73	72	68	76	"	"	7	"	
3	1	5	29.8	"	"	3	3	1	30.00	73	72	68	76	"	"	7	"	
4	2	0	Handed in	"	"	3-4	3	1	30.01	73	72	67	76	"	"	8	"	
5	3	4	"	"	"	4	3	1	30.03	73	72	67	76	"	"	3	"	
6	3	5	33.3	"	"	4	3	1	30.05	73	71	66	76	"	"	3	"	
7	3	7	37.0	"	"	4	3	1	30.06	73	71	66	76	"	"	6	"	
8	5	3	42.3	S. E. 1/2 E.	N. E.	4	3	1	30.08	73	71	66	76	"	"	7	"	
9	5	8	48.1	S. E. by N. 1/2 E.	N. E. by N.	5	3	1	30.10	73	72	67	76	"	"	7	M.	
10	5	3	53.4	N. E. 1/2 E.	N. E.	5	3	1	30.11	74	73	68	76	"	"	7	"	
11	5	0	58.4	N. by E.	"	5	3	1	30.13	73	73	68	76	"	"	6	"	
Noon.	5	5	63.9	N. 1/2 E.	N. by E.	5	3	1	30.14	73	73	68	76	"	"	3	"	

67.4 Distance run by Log.

Course and distance made good since preceding noon by observations, S. E. 1/2 E. 75 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 34' N. "
	Longitude by D. R.	68° 55' W. "
	Latitude by observations of ☉	24° 18' N. "
	Longitude by chronometer from Forenoon Observations of ☉	68° 55' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	24° 29' N. "
	Longitude by observation	68° 35' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	24° 09' N. "
	Longitude by chronometer from Afternoon observation	69° 22' W. "

Current during the time, 16 knots tenths per hour, setting to the South

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 0° 45' E. variation used, 2° 45' W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0° ' "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0° ' variation used, 0° ' "

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1350 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 134 " 825 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in Eighths.	State of the Sea.
1	5	6	69.5	N. 1/2 E.	N. by E.	5-6	5	1	30.15	72	71	66	77	b.c. pg.	circum.	4	M.
2	3	0	72.5	West	"	5-6	4	1 1/2	30.14	73	71	65	77	"	"	5	"
3	1	9	74.4	"	"	5-6	4	1 1/2	30.14	73	71	65	77	b.c. pg.	"	5	"
4	2	9	77.3	N. 1/2 E.	"	5-6	4	1 1/2	30.14	73	71	65	77	"	"	4	"
5	2	5	79.8	"	"	5	4	2	30.14	74	72	64	77	"	"	5	"
6	2	3	82.1	N. 1/2 E.	"	5	4	2	30.16	72	70	64	77	"	"	4	"
7	1	8	83.4	"	North	3-5	3	2	30.19	72	70	63	77	"	"	6	"
8	1	8	83.7	"	"	3-5	3	2	30.20	72	70	63	77	"	"	7	"
9	1	5	Handed in	N. by N.	"	3-5	3	1 1/2	30.22	72	70	63	76	"	"	9	"
10	1	5	"	N. 1/2 E.	N. by E.	3-5	3	1 1/2	30.23	71	69	63	76	"	"	9	"
11	2	5	83.7	N. E. by N.	N. E.	3-5	3	1 1/2	30.23	71	69	63	75	"	"	9	"
Mid.	3	5	87.2	"	"	3-5	3	1	30.24	71	69	63	75	"	"	9	"

under the command of

Commander Louis Kingsley
Saturday, April 20

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally fair. Gentle breeze from N.W. by N. By the wind on starboard tack under plain sail to topsails except spanker. Light & steady swell. Moon rose about 3.10.

R. D. Tidale
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to moderate breeze from N.W. by N. to N.E. Barometer rising. At 7 o'clock set topgallant sails. At end of watch under plain sail to topgallant sails except spanker, by the wind on starboard tack, heading N.W. by N. Appointments at the wheel.

N. D. Colman
Ensign U. S. N.

From 8 A.M. to Merid.

Clear. Stiff breeze from N.W. by N., evening to S. by W. Generally fair, partly clouding last hour. Moderate sea. Took in topgallant sails at 11.15. At end of watch by the wind on starboard tack under jib, for topmast staybail, topsails and courses. Appointments at the wheel. Temperature of magazines 83° 80° forward, 77° 75° aft.

J. R. O'Connell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Stiff breeze from S. by N. blowing fresh in squalls. Light passing shows first part. At 12.30 changed course to N.W. by N. (p.c.) At 1.15 took two single reefs in topsails, took in mainsail and jib, set spanker. At end of watch by the wind under for topmast staybail, foresail, double reefed topsails and spanker. Inspection of logs and mending day. Appointments at the wheel.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Partly clear and pleasant. Gentle to stiff breeze in puffs from S. by N. to North. Barometer rising. Ship under sail alone, close hauled on starboard tack. Rolling heavily at times to moderate sea from S.W. by N.

W. B. Whalley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Gentle to stiff breeze in puffs from North to N.W. By the wind on starboard tack until about 10.15, when made course N.W. by N. Made plain sail to topsails at 10.30. Moderate Northerly swell and sea.

R. D. Tidale
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St Thomas, V.I. to Port Royal, S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.	80	8																
1	3	2	90.4	N. by E.	N. by E.		5	4	1	30.22	71	69	62	75	b.c.	cir. cum.	9	2
2	3	1	93.5	"	"		3.5	4	1	30.21	71	69	62	75	"	"	8	"
3	2	1	95.6	"	"		3	2	1	30.20	71	69	62	75	"	"	7	"
4	3	5	99.1	N. by E. 1/2 N.	N. N. E.		3.5	3	1	30.21	71	69	62	75	b. p. g.	nuits.	7	"
5	4	5	3.6	N. by E.	"		5	3	1	30.22	71	69	62	75	b.c.	cum. nuits.	3	"
6	4	0	7.6	"	"		5	3	1	30.24	71	69	62	75	"	"	6	"
7	2	2	9.8	"	"		3	3	1	30.26	71	69	62	75	"	"	6	"
8	3	7	13.5	"	"		5	3	1	30.28	71	69	62	74	"	"	6	"
9	4	0	17.5	"	N. E. by N.		4	3	1	30.31	72	70	62	76	"	cir. cum.	6	"
10	4	2	21.7	"	"		4	3	1	30.31	72	70	62	76	"	"	6	"
11	4	5	—	"	"		4	4	1	30.31	72	70	62	76	"	"	6	"
Noon.	4	8	23.7	"	"		4.5	4	1/2	30.31	72	71	63	76	"	"	8	"

74.6 Distance run by log.

Course and distance made good since preceding noon by observations, $N\frac{1}{2}E$.

89 knots. tenths.

Position at Noon:	Latitude by D. R.	24° 02' N. "
	Longitude by D. R.	70° 11' W. "
	Latitude by observations of ☉	24° 28' N. "
	Longitude by chronometer from Forenoon Observations of ☉	70° 29' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	24° 22' N. "
	Longitude by observation ☉	70° 11' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	24° 43' N. "
	Longitude by chronometer from Afternoon observation ☉	71° 04' W. "

Current during the time, 17 knots tenths per hour, setting to the $N\frac{1}{2}E$ by $N\frac{1}{2}E$.Variation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head $N\frac{1}{2}E$ by N .

1° 00' E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

1° 07' E.

variation used, 1° 50' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

variation used, 0

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

950 "

Coal consumed during the preceding 24 hours,

tons 320 lbs.

Coal remaining on hand at Noon,

134 " 505 "

P. M.																		
1	2	1	27.8	N. by E.	N. by E.		4	2	1/2	30.30	73	72	63	75	b.c.	cir. cum.	8	2
2	3	6	31.4	"	"		4	2	1/2	30.30	73	72	63	75	"	"	8	"
3	2	1	33.7	"	"		3	2	1/2	30.27	73	73	64	75	"	"	6	"
4	3	3	—	"	"		3	2	1/2	30.27	73	73	64	75	"	"	4	"
5	4	5	33.7	"	N. E.		4	3	1/2	30.28	73	73	64	76	"	"	6	"
6	5	3	39.0	"	N. E. by N.		4	3	1	30.28	73	71	64	77	"	"	6	"
7	4	0	42.8	"	"		3.4	3	1/2	30.30	73	71	64	77	"	"	5	"
8	3	5	46.3	N. by E.	"		3	3	1	30.32	72	70	64	77	"	cum. stat.	6	"
9	3	3	49.6	N. by E.	"		3	3	1	30.34	72	70	64	76	"	"	5	"
10	2	2	51.8	"	"		3	3	1	30.36	72	70	64	76	"	"	5	"
11	4	1	55.9	"	N. E.		3	3	1	30.36	72	70	63	76	"	cum.	4	"
Mid.	3	7	59.6	"	"		3	3	0	30.36	72	70	62	76	"	"	4	"

43 8

4-201

under the command of

Commander Louis Kingsley
Sunday, April 21

, U. S. Navy,
1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally clear. Bright starlight. Gentle to stiff breeze from N by E. to N. N. E. Morn rose at 13.35. Long swell from North. Ship rolling heavily at times. At end of watch under plain sail to topsails, on course N. E. by E. Apprentices at wheel.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Wind variable in force from N. E. Fair. Long swell from N. N. E. By the wind on starboard tack under jib, for topmast staysail, courses, topsails and spanker. Apprentices at the wheel.

Geo. S. O'Connell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Moderate to stiff breeze from N. E. by N. At 8.50 set topgallant sails, main and mizzen topmast staysails. Course N. E. by N. (p.) At 9.30 mustered at quarters. Commanding Officer inspected crew and ship. Dinner service was held. At end of watch under staysails and plain sail to topgallant sails. At 10.21 hauled in Patent Log 22.5 knots and at 11.50 put it on again. Apprentices at the wheel. Released from confinement and returned to duty J. Howell Appel, by order of Commanding Officer. Temperature of magazines 81° 79° forward, 77° 74° aft. Condensed by Quarterly Board of Surge and their onboard by order of Commanding Officer. 75 lb. Salts, 10 marks.

J. P. Durrell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear, clouding up a little toward end of watch. Moderate to gentle breeze from N. E. by N. Barometer falling. At 12.30 changed course to N. E. 1/2 N. At 2.00 clock sighted the Spanish steamer J. Jones Bar 3 masts on port bow, standing to N. E. Exchanged the following international signals in passing "A. R. B. J." which was answered with the ship's name "R. D. J. D." Spanish then made R. P. - P. the third letter not distinguishable against the fore yard. Ship under sail alone steering a course.

W. S. Whitteley
Ensign U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Moderate to gentle breeze from N. E. to N. E. by N. Course N. N. E. 1/2 N. making it until last hour. At 4.30 set royals and took in spanker. At 5.15 took in royals. Long swell from North.

R. D. Finkel
Ensign U. S. N.

From 8 P.M. to Mid.

Fair and pleasant. Gentle breeze from N. E. Barometer rising. No change in sail. On course N. E. 1/2 N. Apprentices at the wheel.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlwain,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Thomas, V.I. to Port Royal, P.R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Wind, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	48	8																	
1	4	3	63.9	N. 1/2 E.	N. E. by E.	4	2	0	30.35	72	70	67	76	b.c.	cir. cum.	3	L		
2	2	5	64.5	"	"	3	2	0	30.32	72	70	67	76	"	"	4	"		
3	1	4	64.8	"	E. N. E.	2	1	0	30.32	72	70	67	76	"	"	8	"		
4	0	7	—	"	"	1	1	0	30.30	72	70	67	76	"	"	8	"		
5	2	0	64.8	"	N. E. by E.	1-3	1	0	30.32	71	69	62	76	"	"	4	"		
6	2	7	66.3	"	"	2-3	1	0	30.34	71	69	62	76	"	"	4	"		
7	3	6	69.9	"	"	3-4	2	0	30.35	71	69	62	76	"	"	6	"		
8	3	6	73.5	"	"	3-4	2	0	30.36	72	70	62	76	"	"	6	"		
9	2	8	76.3	"	"	3	2	0	30.38	72	70	62	76	"	"	8	"		
10	2	3	78.6	"	"	3	2	0	30.39	72	70	62	76	"	"	9	"		
11	3	1	81.7	"	"	3	2	0	30.39	73	71	63	76	"	"	8	"		
Noon.	3	9	85.6	"	"	3	2	0	30.37	74	71	63	76	"	"	9	"		

76.7 Distance run by Log.

Course and distance made good since preceding noon by observations, N. 1/2 E. 100 knots. tenths.

Position at Noon:	Latitude by D. R.	25° 08' N. "
	Longitude by D. R.	71° 38' W. "
	Latitude by observations of ☉	25° 15' N. "
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	71° 59' W. "
	Latitude by <i>D. R. from Noon</i>	25° 08' N. "
	Longitude by <i>Observation</i>	71° 48' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	25° 31' N. "
	Longitude by <i>Chronometer from Afternoon observation</i>	72° 29' W. "

Current during the time, 2.0 knots tenths per hour, setting to the N. 1/2 E.

<i>variation</i> Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head	N. 1/4 E.	1° 14' E.	
Deviation of the Compass by Azimuth ☉ observed at " "	ship's head	0° 50' W.	variation used, 1° 20' E.
Error of the Compass by Azimuth ☉ observed at " "	ship's head	0	
Deviation of the Compass by Azimuth ☉ observed at " "	ship's head	0	variation used, 0
Water expended during the preceding 24 hours,		425 gallons.	
Water remaining on hand at Noon,		525 "	
Coal consumed during the preceding 24 hours,		tons 640 lbs.	
Coal remaining on hand at Noon,		133 " 2105 "	

P. M.	2	0	87.6	N. 1/2 E.																
1	2	3	89.9	N. 1/2 E.	E. N. E.		3	2	0	30.36	75	73	64	76	b.c.	cir. cum.	8	L		
2	3	5	93.4	"	"		3	2	0	30.34	75	74	64	76	"	"	9	"		
3	3	5	96.9	"	"		3	2	0	30.33	75	73	64	76	"	"	9	"		
4	3	9	100.8	"	"		3	2	0	30.32	74	72	64	76	"	"	8	"		
5	3	8	4.6	"	"		3-4	2	0	30.31	74	72	64	75	"	"	9	"		
6	4	4	9.0	"	"		3-4	2	0	30.33	74	72	64	75	"	"	7	"		
7	4	4	13.4	"	"		3-4	2	0	30.35	74	72	64	75	"	"	7	"		
8	3	1	16.5	"	"		3-4	2	0	30.35	73	72	66	75	b.c. p.	sem. cum.	2	"		
9	4	5	20.4	"	"		4	3	0	30.37	73	72	66	75	"	"	5	"		
10	6	4	26.8	"	"		5	5	0	30.38	73	72	66	75	b.c.	"	4	"		
11	6	0	32.8	"	"		5	4	0	30.38	73	72	66	75	"	"	2	"		
Mid.	6	1	38.9	"	"		5	4	0	30.37	73	72	66	75	"	"	3	"		

Commander Louis Kingsley
Monday, April 22

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from N.E. by E. falling to light air and veering to E. N.E. Fair and pleasant. Long swell from N.W. At 12.15 took in mizzen topmast staysail to relieve weather helm. At 1.00 took a reef in the main sail. At 2.00 hauled down for topmast staysail and at 3.45, took in course, top gallant sail and main topmast staysail to prevent chafe. On starboard tack making course N.W. 1/2 N., per Standard. Apprentices at the wheel.

J. R. Beck
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear. Light air to moderate breeze from N.E. by E. At 5 A.M. put on Patrol Log 648. At 4.30 made all sail except spanker and main trysail. Under this sail at end of watch on course N.W. 1/2 N. per. Long heavy swell from N.E. Large fields of seaweed in sight during last hour of watch. Apprentices at the wheel.

J. F. Russell
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather clear and pleasant. Gentle breeze from N.E. by E. Barometer steady. At 9.30 mustered crew at quarters. Instructed apprentices in seamanship during 1st period. Served all clean bags in 2nd period. Set mizzen top sail at 9.30. Ship under all sail except main trysail and spanker, steering a course. Temperature of magazine 80° 77° forward, 75° 73° aft.

W. B. Whiteley
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Gentle E. N.E. breeze. Under N.W. 1/2 N. until 12.30 when changed to N.W. by N. (pc) by order of Commanding Officer. Apprentices of starboard and port watch instructed in marline work's seamanship during 1st and 2nd periods of instruction respectively. Long swell from North. At 1.00 hauled up weather clew of main sail and started fires under boiler B for distilling. Quarters Board of Sunny condensed 50 lb. coffee as unfit for use and by order of Commanding Officer it was thrown overboard.

A. B. Rhoads
Ensign U. S. N.

From 4 to 8 P.M.

Generally clear and pleasant. Gentle to moderate breeze from E. N.E. Barometer rising. Hauled down main and mizzen topmast staysails and furlled mizzen top sail at 7.00 clock. At end of watch under all plain sail to royal except spanker and weather clew of single reefed main sail on course N.W. by N. Apprentices at the wheel. Distilling. Exercising all the apprentices at setting up from 5.30 to 6.00.

A. P. Goldman
Ensign U. S. N.

From 8 P.M. to Midnight.

Moderate to stiff breeze from E. N.E. Partly cloudy and pleasant. On course N.W. by N. per Standard, under for topmast staysail and plain sail to royal except weather clew of main sail and spanker. Distilling with fires banked under boiler B. Apprentices at the wheel.

J. R. Beck
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from *St. Thomas, U. S. to Port Royal, S. C.*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Pressure of Bar. Sky, in Inchs.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	53	9																	
1	5	8	44.7	N. by E.	E. N. E.	4	3	0	30.35	73	71	66	75	b.c.	cum.	6	9		
2	5	3	50.0	"	East	4	3	0	30.33	73	71	66	74	"	"	5	"		
3	4	6	54.6	"	E. S. E.	4	0	0	30.31	73	71	67	74	b.c.p.	cum. n. b.	4	"		
4	5	4	60.0	"	"	4	0	0	30.31	73	71	67	74	"	"	5	"		
5	4	9	64.9	"	E. by E.	4	0	0	30.31	73	71	67	74	"	"	2	"		
6	4	2	69.1	"	"	3.4	0	0	30.33	73	71	67	74	"	"	2	"		
7	3	9	73.0	"	"	3.4	0	0	30.34	73	71	67	74	b.c.	"	3	"		
8	2	6	75.6	"	"	3	0	0	30.35	73	71	67	74	"	"	6	"		
9	3	2	78.8	"	E. S. E.	3.4	0	0	30.35	74	73	67	74	"	cum.	8	"		
10	4	6	83.4	"	"	3.4	0	0	30.36	75	74	67	74	"	cir. cum.	7	"		
11	5	6	89.0	"	"	4	0	0	30.36	75	74	67	74	"	"	8	"		
Noon.	5	5	94.5	"	"	4	0	0	30.35	75	74	67	74	"	"	9	"		

109.5 Distance run by Log.

Course and distance made good since preceding noon by observations, N. by E. $\frac{1}{2}$ E. 115 knots. tenths.

Position at Noon:	Latitude by D. R.	26 ° 13 ' N. "
	Longitude by D. R.	73 ° 42 ' W. "
	Latitude by observations of ☉	26 ° 11 ' N. "
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	73 ° 51 ' W. "
	Latitude by <i>D. R. from Noon</i>	26 ° 01 ' N. "
	Longitude by <i>Observation</i>	73 ° 33 ' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	26 ° 33 ' N. "
	Longitude by <i>Chronometer from afternoon observation</i>	74 ° 33 ' W. "

Current during the time, 8 knots tenths per hour, setting to the N. E. $\frac{1}{4}$ E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head	N. by E.	1 ° 04 ' E.
Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head	"	1 ° 08 ' W. variation used, 1 ° 05 ' W.
Error of the Compass by Azimuth ☉ observed at , ship's head		0 " "
Deviation of the Compass by Azimuth ☉ observed at , ship's head		0 " variation used, 0 "
Water expended during the preceding 24 hours,		400 gallons.
Water distilled during the preceding 24 hours,		745 "
Water remaining on hand fit for use at Noon,		870 "
Coal consumed during the preceding 24 hours,		1 tons 400 lbs.
Coal remaining on hand at Noon,		132 " 1705 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Pressure of Bar. Sky, in Inchs.	State of the Sea.
1	5	5	100.0	N. by E.	E. S. E.	4	0	0	30.34	75	74	67	74	b.c.	cir. cum.	6	9
2	5	3	5.3	"	"	4	0	0	30.32	78	77	70	75	"	"	6	"
3	5	1	10.4	"	"	4	0	0	30.30	79	78	71	75	"	"	5	"
4	5	0	15.4	"	"	4	0	0	30.28	78	77	70	75	"	"	8	"
5	5	1	20.5	"	E. by E.	4	0	0	30.28	78	75	70	75	"	"	8	"
6	5	3	25.8	"	"	4	0	0	30.27	78	74	69	75	"	"	8	"
7	5	1	30.9	"	"	4	0	0	30.28	76	73	68	76	"	"	6	"
8	5	0	35.9	"	"	4	0	0	30.30	76	73	67	76	"	"	7	"
9	4	7	40.6	"	"	4	0	0	30.32	75	73	67	75	"	"	8	"
10	4	8	45.4	"	"	4	0	0	30.32	75	73	67	76	"	"	7	"
11	4	7	50.1	"	"	4	0	0	30.33	75	73	67	76	"	"	6	"
Mid.	4	5	54.6	"	"	4	0	0	30.32	74	73	67	76	"	"	8	"

Commander Louis Kingsley
Tuesday, April 23

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Moderate breeze from E.N.E. to E.S.E. Light passing shows last part. At 2.10 hauled down jib and fore topmast staysail. At 2.50 hauled up lee clew of mainsail. Course N.W. by W. (p.c.) At end of watch under jib and all square sail except mainsail. Distilling using boiler B. Apprentices at the wheel.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather cloudy with passing showers during first half; clearing toward end of watch. Moderate to gentle breeze from S.E. by E. Barometer rising. Ship under sail alone steering a course. Distilling.

W. B. Whitcher
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and pleasant. Moderate breeze from E.S.E. On course N.W. by W. (p.c.) At 9.25 set flying jib as a starboard lower studding sail. At 9.30 had quarters for miter and inspection. Earliest apprentices at battalion formation heavy marching order during first period. By order of Commanding Officer E. R. Duane (Apr. 23.) was given five days solitary confinement at bread and water for positive disobedience of orders and skulking. By same authority three enlisted 25 lbs. recruits which had been condemned as unfit for use by the Quarterly Board of Supply. Expended in Ordnance Dept. 150 rounds 22 cal. cartridge. Light northerly swell and E. easterly sea. Distilling using boiler B. Temperature of magazine 81° 79° forward 77° 74° aft.

R. D. Finkale
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and pleasant. Moderate breeze from E.S.E. Barometer falling. No change in sail. From 1.15 to 2.15 instructed starboard watch in maintenance seamanship, and port watch in sails and spars. From 2.30 to end of watch both watches of apprentices engaged scrubbing bags. At end of watch on course N.W. by W. Apprentices at the wheel. Distilling.

J. A. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Moderate breeze from S.E. by E. Fair and pleasant. Smooth sea. Between 5.30 and 6.00 exercised all apprentices at gymnastics. On course N.W. by W. few standard under plain sail to rigole except flying jib, mainsail and spunker. Distilling with fire banked under boiler B. Apprentices at the wheel.

J. A. Coleman
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear. Moderate breeze from S.E. by E. Course N.W. by W. (p.c.) Under same sail as in preceding watch. Distilling using boiler B. Apprentices at the wheel.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Meilen, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from St. Thomas, V. I. to Port Royal, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	60	1																	
1	4	1	58.7	N. by N.	S. E. by E.		4	0	0	30.30	74	73	67	76	b. c.	cir. cum.	8	5	
2	3	5	62.2	"	"		3.4	0	0	30.29	74	73	67	76	"	"	8	"	
3	2	8	65.0	"	"		2	0	0	30.28	74	73	67	76	"	"	8	"	
4	2	0	66.7	"	"		2	0	0	30.28	74	73	67	76	"	"	9	"	
5	2	0	68.2	"	"		2	0	0	30.28	74	72	66	75	"	"	6	"	
6	1	5	Heckled in	"	"		1.2	0	0	30.29	74	72	66	75	"	"	5	"	
7	1	5	"	"	"		1.2	0	0	30.29	74	72	67	75	"	"	6	"	
8	1	5	"	"	"		1.2	0	0	30.30	74	72	67	75	"	"	8	"	
9	1	7	"	"	"		2	0	0	30.31	75	74	68	75	"	"	8	"	
10	1	2	"	"	"		2	0	0	30.33	76	75	69	75	"	"	8	"	
11	2	0	"	"	"		2	0	0	30.33	76	75	69	75	"	"	8	"	
Noon.	2	0	"	"	"		2	0	0	30.32	77	76	70	75	"	"	8	"	

85.9 Distance run by log.

Course and distance made good since preceding noon by observations, N. N. W. 1/8 W.

88 knots. tenths.

Latitude by D. R. 26° 05' N. "

Position at Noon: Longitude by D. R. 75° 11' W. "

Latitude by observations of ☉ 27° 06' N. "

Longitude by chronometer from Forenoon Observations of ☉ 75° 06' W. "

Position at 8 A. M. Latitude by *D. R. from Noon* 27° 02' N. "

Longitude by *observation* 75° 00' W. "

Position at 8 P. M. Latitude by *D. R. from Noon* 27° 20' N. "

Longitude by *Chronometer from Afternoon Observations* 75° 31' W. "

Current during the time, 10 knots tenths per hour, setting to the N. N. E. 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. N. 1/2 W.

2° 11' E.

Error of the Compass by Azimuth ☉ observed at ship's head

0° 33' E.

variation used, 0° 50' W.

Deviation of the Compass by Azimuth ☉ observed at ship's head

0° 1' "

variation used, 0° 1' "

Water expended during the preceding 24 hours,

600 gallons.

Water distilled during the preceding 24 hours,

1130 "

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

1 tons 1040 lbs.

Coal remaining on hand at Noon,

131 " 665 "

P. M.																		
1	2	4	Heckled in	N. N. by N.	S. E. by E.	2	0	0	30.31	78	77	71	75	b. c.	cicum	9	5	
2	2	4	"	"	"	2	0	0	30.29	79	78	71	75	"	"	8	"	
3	2	5	"	"	"	2	0	0	30.27	79	78	70	75	"	"	8	"	
4	2	6	"	"	E. by N.	3	0	0	30.27	78	78	70	75	"	"	7	"	
5	2	8	"	"	N. E. by E.	3	0	0	30.28	77	77	70	75	"	"	7	"	
6	3	6	68.2	"	N. E.	3.4	2	0	30.28	75	73	68	75	"	"	8	"	
7	4	5	72.7	"	"	4	2	0	30.29	74	73	68	75	"	strat.	8	"	
8	4	7	77.4	"	N. E. by E.	4	2	0	30.30	74	73	68	75	"	"	9	"	
9	5	1	82.5	"	E. N. E.	4	2	0	30.32	73	72	67	75	b.	more	10	"	
10	4	4	86.9	"	"	4	2	0	30.32	73	72	67	75	"	"	10	"	
11	4	0	90.9	"	S. E. by E.	4	0	0	30.32	73	72	68	75	"	"	10	"	
Mid.	3	6	94.5	"	"	4	0	0	30.31	74	72	69	75	"	"	10	"	

under the command of

Commander Louis Kingsley
Wednesday, April 24

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant. Moderate falling to light breeze from S.E. by E. Barometer falling. Ship under jib and all square sail except mainsail, steering a course. Distilling.

W.B. Whitney
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and pleasant. Light air and breeze from S.E. by E. Course S.W. by N. Inworth sea, light southerly swell. Distilling. No change in sail.

R.D. Fiske
Ensign U.S.N.

From 8 A.M. to Merid.

Fair and pleasant. Light breeze from S.E. by E. At 9.30 mustered at quarters turned in clean bags and carried at sail drill until 10.30. Engaged firing apprentices with rifle at target astern. Expended 160 rounds caliber .45 rifle ammunition. At 10.45 at starboard lower studding sail. Drilled apprentices of both watches at loading and furling sail. At end of watch under square sail to royals, except mainsail, with jib and studding sail on course S.W. by N. Distilling. Apprentices at the wheel. Temperature of magazine 82°-85° forward, 77°-75° aft.

J.A. G. Lehan
Ensign U.S.N.

From Merid. to 4 P.M.

Light to gentle breeze from S.E. by E. hauling last haw to E. by N. Fair and pleasant. Inworth sea. Jib flying jib and main and mizzen topmast staysails at 3.00. On course S.W. by N. for Standard. Under studding sail, main and mizzen topmast staysails and plain sail to royals, except mainsail and spanker. Apprentices engaged sewing and mending. Distilling with fire banked under boiler B. Apprentices at the wheel. Tested magazine flood cocks and found them in good working order.

A. R. G. Lehan
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Gentle to moderate breeze from N.E. by E. and N.E. At 5.25 took in starboard studding sail. At 5.30 shifted fore royal, and set main topsail and spanker and fore topmast staysail. At end of watch on course S.W. by N. p.m., under all sail except mainsail. Distilling using boiler B. Apprentices at the wheel. At 6 P.M. put on Patent Log 68.2 knots. At 7.50 saw a brilliant meteor in the E.N.E. heavens.

H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear, bright starlight. Moderate breeze from E.N.E. to S.E. by E. Barometer steady. At 10.30 the wind drawing aft, took in all fore and aft sail except jib. Ship under sail alone, steering a course. Distilling.

W.B. Whitney
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Thomas, V. I. to Port Royal, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force and Direction of Surface Current.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	42	6																	
1	3	6	9.8.1	N. by E.	E. S. E.		3	0	0	30.30	74	72	69	75	b.c.m.b.	cir. cum.	9	S.	
2	2	0	1.0	"	"		2.3	0	0	30.28	74	72	69	74	"	"	9	"	
3	2	2	1.4	"	"		2	0	0	30.27	74	72	69	74	"	"	9	"	
4	2	5	1.8	"	"		3	0	0	30.28	73	72	69	74	"	"	9	"	
5	2	1	3.9	"	East		3	0	0	30.29	73	72	68	74	b.c.	"	8	"	
6	2	0	5.9	"	"		3	0	0	30.29	73	72	68	74	"	"	9	"	
7	1	5	6.1	"	"		2	0	0	30.31	73	72	68	74	"	"	9	"	
8	1	0	Hauled in	"	"		1	0	0	30.32	73	72	68	74	"	"	8	"	
9	2	1	"	"	E. N. E.		2	0	0	30.34	74	72	68	75	"	"	8	"	
10	3	0	6.1	"	N. E. by E.		2	3	0	30.34	73	72	68	75	"	"	8	"	
11	3	5	9.6	"	"		3	3	0	30.35	74	72	68	75	"	"	7	"	
Noon.	3	6	13.0	"	"		3	3	0	30.34	74	72	68	75	"	cir. strat.	6	"	

71-7 Distance run by log.

Course and distance made good since preceding noon by observations, N. by E. $2\frac{1}{2}$ N. 84 knots. tenths.

Position at Noon:	Latitude by D. R.	27° 44' N. "
	Longitude by D. R.	76° 14' W. "
Position at 3 A. M.	Latitude by observations of ☉	27° 35' N. "
	Longitude by chronometer from Forenoon Observations of ☉	76° 26' W. "
Position at 3 P. M.	Latitude by D. R. from Noon	27° 29' N. "
	Longitude by Observations of ☉	76° 14' W. "
Position at 5 P. M.	Latitude by D. R. from Noon	27° 54' N. "
	Longitude by Chronometer from Afternoon Observations of ☉	76° 58' W. "

Current during the time, 14 knots tenths per hour, setting to the S. by N. W.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. by E.	2° 31' E.
Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head "	1° 06' W. variation used, 0° 20' W.
Error of the Compass by Azimuth ☉ observed at , ship's head "	0 " "
Deviation of the Compass by Azimuth ☉ observed at , ship's head "	0 " variation used, 0 " "
Water expended during the preceding 24 hours,	500 gallons.
Water distilled during the preceding 24 hours,	1100 "
Water remaining on hand fit for use at Noon,	2000 "
Coal consumed during the preceding 24 hours,	1 tons 566 lbs.
Coal remaining on hand at Noon,	130 " 105 "

P. M.	2	2	15.2	N. by E.															
1	1	6	16.8	N. by E.	N. E. by E.		3	2	0	30.32	74	73	68	76	b.c.	cir. cum.	7	S	
2	3	0	20.4	"	"		3	2	0	30.32	74	73	68	76	"	"	7	"	
3	4	0	24.4	"	"		4	3	0	30.31	74	73	67	76	"	"	7	"	
4	3	7	28.1	"	"		3.4	3	0	30.31	74	73	67	75	"	"	7	"	
5	3	4	31.5	"	E. N. E.		3	2	0	30.30	74	72	66	75	"	"	8	"	
6	4	0	35.5	"	"		3	2	0	30.30	74	72	66	75	"	"	8	"	
7	4	0	39.5	"	"		3	2	0	30.30	73	72	66	75	"	cum.	7	"	
8	4	3	43.8	"	"		3.4	2	0	30.31	73	72	66	75	"	"	7	"	
9	3	9	47.7	"	"		3	2	0	30.33	73	72	66	74	"	"	9	"	
10	3	3	51.0	"	East		3	2	0	30.35	73	72	66	74	b.c.w.	"	9	"	
11	3	3	54.3	"	E. by N.		3.4	2	0	30.35	74	72	66	74	"	"	9	"	
Mid.	4	0	57.1	"	"		3.4	2	0	30.34	74	72	66	75	"	"	8	"	

45.7

under the command of

Commander Louis Kingsley
Thursday, April 25

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant, but damp. Lightning to E. Light E. by breezes. Course N. by N. At 12.45 sighted red light of a barkentine about 1/4 mile on weather beam which passed ahead about 10'clock, bound N. by N. Under plain sail to royale, except flying jib, for topmast staysail, mainsail and spanker. Distilling using boiler B. Smooth sea.

R. D. Trusdale
Ensign U. S. N.

From 4 to 8 A.M.

Generally clear. Gentle breeze to light air from East. No change in sail. On course N. by N. by N. Apprentices at wheel. Distilling with backed fire under boiler B. Barkentine in sight on port beam, standing to Northward and Westward. Blushed bilges.

N. A. Goodman
Ensign U. S. N.

From 8 A.M. to Noon.

Light to gentle breeze from E. N. E. and N. E. by E. Fair and pleasant. Smooth sea. Mustered crew at Quarters at 9.30 and exercised Divisions at great gun drill. Afterwards exercised both Powder Divisions and 3^d Division at signals. At 10.00 set the main topsail, spanker, for topmast staysail and flying jib and took in studding sail. At end of watch on course N. by N. by N. set Standard, under all sail except mainsail and studding sail. Distilling with fire backed under boiler B. Failing vessel in sight on port bow until 11.00. Apprentices at the wheel. Temperature of magazines 81-79° forward, 76-74° aft.

W. C. Brown
Lieutenant U. S. N.

From Noon to 4 P.M.

Clear. Gentle to moderate breeze from N. E. by E. Scraped and brushed spar. Under same sail as in preceding watch. At 12.35 changed course to N. by N. by N. (joc) Distilling using boiler B. Apprentices at the wheel. Condemned by Deliberate Board of Survey, 50 lbs. of biscuits, no marks; on recommendation of the board and approval of same by Commanding Officer, this amount was thrown on board.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Gentle to moderate breeze from E. N. E. Barometer steady. At 5.45 exercised apprentices at gymnastics till 6.05. Distilling. Ship under sail alone steering a course.

W. B. Whiteberg
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear; pleasant. Slightly damp. Gentle Easterly breeze, veering and hauling about two points. On course N. by N. by N. At 10.00 took in flying jib, main and huzzie topmast staysails, main topsail and spanker. Distilling.

R. D. Trusdale
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from St. Thomas, V.I. to Port Royal, P.R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	45	7																
1	3	4	60.5	N. N. E. 1/2 E.	E. by N.	3	2	0	30.31	73	72	67	75	b.c. w.	cum.	9	S.	
2	3	6	64.1	"	"	3	2	0	30.30	73	72	67	75	"	"	9	"	
3	3	6	67.7	"	"	3	2	0	30.29	73	72	67	75	"	"	8	"	
4	3	6	71.3	"	E. N. E.	3	2	0	30.29	73	71	66	75	"	"	8	"	
5	4	2	75.5	"	"	3	2	0	30.30	73	71	67	75	b.c.	"	3	"	
6	3	9	79.4	"	"	3	2	0	30.32	73	72	67	75	"	"	2	"	
7	3	7	83.1	"	"	3	2	0	30.33	73	72	68	75	"	"	1	"	
8	3	2	86.3	"	"	3	2	0	30.34	73	72	68	75	"	"	1	"	
9	3	2	89.5	"	S. E. by E.	3.4	2	0	30.33	74	73	70	75	"	"	1	"	
10	4	0	93.5	"	"	3.4	2	0	30.34	76	74	71	75	"	"	2	"	
11	3	6	97.1	"	"	3.4	2	0	30.34	76	75	72	76	"	"	4	"	
Noon.	3	6	100.7	"	"	3.4	2	0	30.32	77	76	73	76	"	"	5	"	

89.3 Distance run by Log.

Course and distance made good since preceding noon by observations, N. 1/2 E. 104 knots. tenths.

Position at Noon:	Latitude by D. R.	28° 30' N.
	Longitude by D. R.	77° 44' W.
	Latitude by observations of ☉	28° 41' N.
	Longitude by chronometer from Forenoon Observations of ☉	77° 55' W.
Position at 3 A. M.	Latitude by D. R. from Noon	28° 31' N.
	Longitude by Observations of ☉	77° 42' W.
Position at 3 P. M.	Latitude by D. R. from Noon	28° 57' N.
	Longitude by Chronometer from Afternoon Observations of ☉	78° 19' W.

Current during the time, 14 knots tenths per hour, setting to the N. 1/2 W.

Variation of the Compass by Azimuth ☉ observed at 8 A.M., ship's head N. 1/4 W.

Deviation of the Compass by Azimuth ☉ observed at 8 A.M., ship's head 0° 34' E. variation used, 0° 00'

Error of the Compass by Azimuth ☉ observed at , ship's head 0° 00' variation used, 0° 00'

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0° 00' variation used, 0° 00'

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at Noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons 1120 lbs.

Coal remaining on hand at Noon, 128 " 1225 "

P. M.	1	3	2.0	N. 1/2 E.	S. E. by E.	3	2	0	30.30	75	78	75	76	b.c.	cir. cum.	6	S.
1	1	9	3.9	N. 1/4 E.	"	3	2	0	30.28	80	79	76	76	"	cir. cum.	7	"
2	2	8	6.7	"	"	2.3	0	0	30.26	80	79	77	75	"	cir. cum.	8	"
3	2	4	6.9	"	"	2	0	0	30.25	80	78	77	75	"	"	6	"
4	2	6	7.4	"	"	3	0	0	30.25	78	77	75	75	"	"	6	"
5	3	0	6.9	"	"	2	0	0	30.25	77	76	74	75	"	"	5	"
6	2	6	9.0	"	"	3	0	0	30.26	77	75	71	75	"	"	4	"
7	2	9	11.9	"	"	3	0	0	30.26	77	75	71	75	"	"	5	"
8	3	6	15.5	"	"	3	0	0	30.26	77	75	71	75	"	"	5	"
9	4	2	19.7	"	"	3.4	0	0	30.26	76	75	71	75	b.c.	cir. cum.	3	"
10	3	8	23.5	"	"	3.4	0	0	30.28	76	75	71	75	"	"	7	"
11	3	8	27.3	"	"	3.4	0	0	30.28	76	75	70	76	"	"	7	"
Mid.	3	9	31.2	"	"	3.4	0	0	30.27	76	74	71	76	"	"	7	"

under the command of

Commander Louis Kingsley
Friday, April 26

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Bright starlight. Several bright meteors. Gentle breeze from E. by N. At 3.10 set main and mizzen topmast starbail. At end of watch under all sail except flying jib and spanker, on course N N 1/2 W. Appointees at the wheel. Distilling.

N. N. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Gentle breeze from E. N. E. Cloudy and pleasant. Smooth sea. At 7.00 set flying jib and spanker. On course N N 1/2 W. ply Standard, under all sail except mainmast and studding sail. Distilling with fire banked under boiler B. Appointees at wheel.

G. R. Beach
Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to clear. Gentle to moderate breeze from S.E. by E. At 9.30 mustered at quarters. At 9.35 rounded to General Quarters. Divisions reported ready as follows: Forward Powder 1 min; 5 sec; 1st Division, 1 min; 24 sec; After Powder, 1 min; 55 sec; 3rd Division, 2 min; 2nd Division, 2 min; 15 sec; Navigator's Division, 2 min; 15 sec. At 9.55 rounded fire alarm. First stream of water 1 min; 21 sec; from main channel pump; 2nd stream from 2nd Division, steam pump, 2 min; 35 sec; 3rd stream from forecastle pump, 1st Division, 2 min; 40 sec; 4th stream 3rd Division main fore pump, 3 min; 50 sec. Exercised getting up provisions and at stations for abandoning ship. Mustered ship's company aboard of boats. Exercised water drill squad at gunnery for one hour. At 11.30 took in all fore and aft sail except jib, and set starboard lower studding sail at 5.50. Distilling using boiler B. Appointees at the wheel. Temperature of magazines 81° 79° forward, 76° 74° aft.

H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather clear and pleasant, with light to gentle breeze from S.E. by E. Barometer falling. At 12.25 changed course to N N 1/4 W. Birds breeding. At 2 o'clock stopped distilling, letting fire die out. Bunk the mainmast. Gunnery gang engaged in hawseband breech mechanism of 11" guns Nos. 43 and 44.

W. B. Hentley
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Light to gentle breeze from E. S. E. On course N N 1/4 W. (pd) At 5.40 took in lower studding sail. At 5.45 called all hands and exercised reefing topsails, leaving ship at 5.55 under same disposition of sail. At 7.45 sighted straws, light, bearing N.E., vessel standing to S.W. Smooth sea.

A. D. Thosole
Ensign U. S. N.

From 8 P.M. to Midnight.

Clear. Bright starlight. Gentle to moderate breeze from E. S. E. to S. E. Lightning in the S.W. At 9 o'clock set her clew of mainmast and at 11 o'clock hoisted it up again. At end of watch under square sail to royals except mainmast with jib on course N N 1/4 W. Appointees at wheel. Steam passed out of sight to S.W. and W. at 9.30.

Examined and found to be correct.

N. N. Coleman
Ensign U. S. N.

J. B. Miltner
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
Making passage from St. Thomas, St. I. to Port Royal, P. R.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.				TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at 6.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	3	8																
1	4	3	35.5	N. N. 1/4 N.	S.E.	4	0	0	30.25	76	73	70	77	b.c.w.	cum.	6	5	
2	4	8	40.3	"	"	4	0	0	30.22	76	73	70	77	b.c.w.	"	5	"	
3	4	6	44.9	"	South	4	0	0	30.22	76	73	70	77	"	"	5	"	
4	4	0	48.9	"	"	4	0	0	30.21	75	74	70	77	"	"	8	"	
5	4	3	53.2	"	S. by E.	4	0	0	30.20	75	74	70	77	b.c.b.	"	5	"	
6	5	3	58.5	"	South	4	0	0	30.21	75	74	70	77	"	"	3	"	
7	2	8	65.3	N. N. E.	S.E.	4	6	3	30.21	74	74	70	77	b.c.g.p.b.	num.	1	"	
8	4	0	69.3	N. N. 1/2 N.	S.E. by N.	3	4	2	30.22	74	73	69	77	b.c.p.	"	1	"	
9	3	2	72.5	N. N. 1/4 N.	South	3	2	0	30.22	73	70	70	78	b.	cum.	3	"	
10	3	6	76.1	"	"	3	2	0	30.21	74	71	71	78	"	"	3	"	
11	4	2	80.3	"	S.E.	4	2	0	30.18	76	72	72	78	"	cir.cum.	4	"	
Noon.	5	3	85.6	"	"	4	2	0	30.16	76	72	72	78	"	"	4	"	

9³⁰ 2 Distance run by Log

Course and distance made good since preceding noon by observations, NW 1/4 N. 95 knots. tenths.

Position at Noon:	Latitude by D. R.	29° 45' N. "
	Longitude by D. R.	79° 13' W. "
	Latitude by observations of ☉	29° 44' N. "
	Longitude by chronometer from Forenoon Observations of ☉	79° 16' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	29° 37' N. "
	Longitude by observation ☉	79° 02' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	30° 07' N. "
	Longitude by Chronometer from Afternoon observations ☉	79° 36' W. "

Current during the time, 3 knots tenths per hour, setting to the SE. 1/4 N.

Variation of the Compass by Azimuth ☉ observed at 8 A.M., ship's head NW 1/2 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A.M., ship's head " 2° 00' W. variation used, 0° 15' E.

Error of the Compass by Azimuth ☉ observed at " ship's head " " " variation used, " "

Deviation of the Compass by Azimuth ☉ observed at " ship's head " " " variation used, " "

Water expended during the preceding 24 hours, 425 gallons.

Water remaining on hand fit for use at Noon, 2375 "

Coal consumed during the preceding 24 hours, tons 1760 lbs.

Coal remaining on hand at Noon, 127 " 1705 "

P. M.	2	2	87.8	NW 1/4 N.	South	4	0	0	30.15	77	77	73	78	b.c.	cum. num.	3	5
1	2	6	90.4	NW 1/2 N.	South	4	0	0	30.12	78	78	74	78	b.c.b.	"	2	"
2	5	2	95.6	"	"	4	0	0	30.12	76	76	73	78	b.c.t.p.	"	1	"
3	5	4	101.	"	SE.	4	0	0	30.10	76	77	74	78	"	cir. cum.	1	"
4	3	7	4.7	"	SE.	3	4	0	30.10	76	77	74	78	"	cum. cum.	1	"
5	2	0	6.7	"	"	2	0	0	30.08	78	78	75	79	b.c.	cir. cum.	3	"
6	2	0	8.7	"	"	2	0	0	30.09	77	77	74	79	"	cum. cum.	2	"
7	2	6	11.3	"	"	2	3	0	30.08	78	76	73	79	"	cum. cum.	6	"
8	3	7	15.0	"	"	3	0	0	30.07	78	78	71	78	"	"	4	"
9	4	7	19.7	"	S. by E.	4	0	0	30.08	77	75	72	78	b.c.b.	"	3	"
10	5	5	25.2	"	"	4	0	0	30.08	77	76	73	78	"	"	3	"
11	6	6	31.8	"	South	5	0	0	30.06	77	76	73	78	"	"	3	"
Mid.	7	3	39.1	"	SE. by S	5	0	0	30.04	77	76	73	78	"	cum.	4	"

under the command of

Commander Louis Kingsley
Saturday, April 27

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate breeze from S.E. veering to South. Partly cloudy and damp. Lightning to S.E. and N.W. Smooth sea. Set lee clew of mainail and mizzen topmast staysail at 3.45. At end of watch on course S.W. 1/4 W. for Standard under mizzen topmast staysail and plain sail to royals except flying jib, weather clew of mainail and spanker. Apprentices at wheel.

W. R. Beaman
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy. Lightning and passing showers. Gentle to moderate breeze from S.W. by W. to S. by E., blowing fresh in squalls third hour. At 4.30 set foot studding sail and at 6.15 took it in again. At 6.40 reduced sail to topails and courses and at 7.15 made sail to topgallant sails and set staysails. Ship was headed off to N.W. last 15 minutes of third hour during a squall. At end of watch under all sail to topgallant sails. Apprentices at the wheel.

H. D. Russell
Lieutenant U. S. N.

From 8 A.M. to Noon

Weather fair and pleasant. Gentle to moderate breeze from South to S. by W. Barometer falling. At 9 o'clock set royals. At 9.50 sighted steamer on point left port bow, standing to N.W. Hoisted our colors and at 10.30 steamer which proved to be the battleship ran up English flag and ordered her colors to go under our stern. Made the following International signals G. D. J. D. and S. D. C.; at 10.45 the battleship passed astern dipping her colors which we answered. Set up and took both chains. At 11.15 took in spanker and set flying jib. Ship under sail alone steering a course. Temperature of magazines 81°-79° forward, 75°-73° aft.

W. S. Whittlesey
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair to overcast and cloudy. Rain squalls from S.W. during third hour. Lower S.W. 1/4 W. until 12.30 when by order of Commanding Officer changed to S.W. 1/2 W. Moderate to gentle Southwesterly breezes. At 12.40 took in main and mizzen topmast staysails and weather clew of mainail. At 2.50 took in royals and mainail to rain squall, setting them again at 3.10. Rain squalls passing ahead to W. attended with thunder and lightning.

R. D. Fiske
Ensign U. S. N.

From 4 to 8 P.M.

Generally clear and pleasant. Light breeze from S.E. From 5.30 to 6.00 exercised all apprentices at gymnastics. At 4.30 hauled up lee clew of mainail. At end of watch under jib and all square sail except mainail, on course S.W. 1/2 W. Apprentices at the wheel.

W. P. Gordon
Ensign U. S. N.

From 8 P.M. to Midnight

Moderate to stiff breeze veering from S. by E. to S.W. by E. Partly cloudy and pleasant. Lightning all around horizon. Smooth sea. Took in flying jib at 10.30, and set lee clew of mainail at 11.15. At end of watch under foot topmast staysail and plain sail to royals except flying jib, weather clew of mainail and spanker. Apprentices at the wheel.

Examined and found to be correct.

W. R. Beaman
Lieutenant U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from St. Thomas, N. I. to Port Royal, I. C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Height of Clouds, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 0°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	53	5																	
1	6	9	46.0	N. N. E. 1/2 N.	S. E.		5	0	0	30.03	74	73	70	74	b. c. l.	cum.		8	5
2	6	3	52.3	"	"		4	0	0	30.02	73	73	70	74	"	"		8	"
3	4	1	56.4	"	"		3.4	0	0	30.01	72	72	70	74	"	"		8	"
4	2	0	57.5	N. N. E. 1/2 N.	N. E. 1/4 E.		1.3	0	0	30.01	72	72	70	73	"	"		7	"
5	0	5	Handed in	Northward and S. E.	Ch. by N.		0.2	0	0	30.03	72	72	70	73	"	"		2	"
6	0	0	"	No steering way	Cal. W.		0	0	0	30.03	72	72	70	73	b. c.	"		1	"
7	0	0	"	E. N. E.	"		0	0	0	30.02	72	72	70	73	"	"		1	"
8	0	1	"	N. N. E.	E. N. E.		1	0	0	30.02	72	72	70	73	"	cum. m. b.		2	"
9	2	0	"	N. N. E. 1/2 N.	N. E. by E.		2.3	0	1/2	30.04	72	72	70	73	"	"		2	"
10	1	6	"	N. N. E.	"		2	0	1/2	30.04	73	73	70	72	b. c. p.	"		2	"
11	2	0	"	"	E. N. E.		2	2	1/2	30.02	73	73	70	72	"	"		1	"
Noon.	3	0	57.5	"	"		2.3	2	1/2	30.03	73	72	70	72	b. c. t.	"		1	"

8 2.0 Distance run by Log.

Course and distance made good since preceding noon by observations, N. N. E.

10 4 knots. tenths.

Position at Noon:	Latitude by D. R.	30 ° 49 ' N. "
	Longitude by D. R.	80 ° 14 ' W. "
	Latitude by observations of ☉	31 ° 22 ' N. "
	Longitude by chronometer from Forenoon Observations of ☉	80 ° 01 ' W. "
Position at 8 A. M.	Latitude by D. R. from Noon	31 ° 15 ' N. "
	Longitude by observations of ☉	79 ° 56 ' W. "
Position at 8 P. M.	Latitude by D. R. from Noon	31 ° 48 ' N. "
	Longitude by chronometer from Afternoon observations	80 ° 20 ' W. "

Current during the time, 35 knots tenths per hour, setting to the N. by E. 1/4 E.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1925 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 127 " 1065 "

P. M.																						
1	3	6	60.2	N. N. E. 1/2 N.	East.	2.3	2	0	30.03	73	72	69	72	b. c.	cum. m. b.	2	5					
2	4	0	64.0	"	"	3	2	0	30.01	73	72	69	72	"	"	"	2	"				
3	6	0	70.0	"	"	4.5	3	0	30.00	72	71	68	71	"	"	"	2	"				
4	5	3	75.3	"	"	4	3	0	29.99	71	71	68	71	"	"	"	2	"				
5	3	7	79.0	"	"	3	2	0	29.99	71	71	69	70	"	"	"	1	"				
6	1	1	Handed in	N. N. E. 1/4 N.	E. S. E.	2	0	0	29.99	71	71	69	70	o. c. w.	"	"	0	"				
7	2	2	"	"	"	2	0	0	29.99	71	71	69	70	"	"	"	0	"				
8	1	6	"	"	"	2	0	0	29.99	71	71	69	70	"	"	"	0	"				
9	1	7	79.0	N. N. E. by N.	"	3	2	0	30.00	71	70	68	70	o. c. m. b.	"	"	0	"				
10	2	0	80.8	"	"	2	2	0	30.01	71	70	69	70	"	"	"	0	"				
11	4	2	85.0	"	"	3	2	0	30.02	71	70	69	70	o. c. d. l.	"	"	0	"				
Mid.	1	9	87.5	N. N. E.	"	3	2	0	30.02	70	69	68	70	"	"	"	0	"				
	2	8	90.3	N. by N.	"																	

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Lightning. Light air to stiff breeze from N. by E. to E. N. At 3.40 took in royals. At end of watch by the wind on port tack under plain sail to topgallant sails except spanker. Commenced N. by E. 1/2 N. (p.c.) Appointees at the wheel. At 4 A.M. hauled in Patent Log 37.5 knots.

From 4 to 8 A.M.

J. H. Purcell
Lieutenant U. S. N.

Weather clear except about horizon where there were heavy clouds broke with lightning in N.E. Clouding up rapidly during first hour. Light breeze from N. by E. falling to calm, then springing up from N.E. At 4.30 took in main sail. At 7.15 counter brace yards, and at 7.50 braced up on starboard tack. Took sounding at 8 o'clock, 26 fathoms gray sand with yellow and black specks. No stragway except for 1/4 hour at beginning and end of watch.

From 8 A.M. to Noon.

W. S. H. H. H. H.
Lieutenant U. S. N.

Cloudy, but pleasant. Gentle E. N.E. breeze. Commenced N. by E. 1/2 N., until 9.00 when changed to S. by E. N. By order of Commanding Officer. At 9.30 Commanding Officer inspected ship and crew at quarters. At 10.00 Commanding Officer read a Divine Service. At 11.15 set royals and main sail; at 11.00 set main and mizzen topmast staysails; at 11.45 took in main topmast staysail. At 12.00 took sounding; found 24 fathoms; black and white sand, broken shell. By order of Commanding Officer released four confinement E. R. D. (App 3 cl.) two term of punishment having expired. Smooth sea. At end of watch, rain squall forced return to N.E. attended with thunder. Temperature of magazine 82° 80° forward, 76° 74° aft.

From Noon to 4 P.M.

R. D. T. S. S. S.
Ensign U. S. N.

Cloudy, but pleasant. Light to stiff breeze from East. Barometer falling. At 2 o'clock set main topmast staysail and main trysail. At end of watch under all sail except single reef in main sail, flying jib and spanker, on course N. by E. 1/2 N. Appointees at wheel. At 3.50 took sounding, 23 fathoms, fine white sand patent log reading 74.0.

From 4 to 8 P.M.

N. A. Coleman
Ensign U. S. N.

Gentle to light breeze from East and E. S. E. Overcast and damp. Smooth sea. By order of Commanding Officer changed course at 4.25 to N. by E. 1/4 N., per Standard; At 5.30 took in and furled topgallant sails and royals and main sail. At anchor off bow and made preparations for port. Batted five under bows A. 6 and D. at 5.50. Took soundings as follows: 4.25, 18 1/2 fathoms, gray sand; 6.00, 15 fathoms, white sand; 7.00, 14 1/2 fathoms, white sand; 8.00, 16 fathoms, black sand. Appointees at the wheel.

From 8 P.M. to Midnight.

R. S. S. S. S.
Lieutenant U. S. N.

Overcast and cloudy. Wet. Drizzling rain last part. Lightning. Light to gentle breeze from E. S. E. At 10.15 coiled up shaft and took in all sail except jib and main trysail. At 10.30 started ahead under steam. At 8.15 changed course to N. by E. (p.c.), 11.05 to N. by E. (p.c.) and 11.25 to N. by E. (p.c.). At 11.15 sighted Martini Indusdry Lightship, N. by E. 1/4 N. (p.c.) and at 11.20 Lyber Island Light N. by E. (p.c.). Soundings as follows: 9 P.M., 15 fathoms, gray sand, black specks; 10 P.M., 11 fathoms, gray sand, black specks, broken shell; 11 P.M., 11 fathoms, gray sand, gravel sand broken shell; 11.30, 11 fathoms, black specks, gray sand, broken shell; 12 o'clock, 8 1/2 fathoms, gray sand black specks, broken shell. At 9.15 put on patent log 79. knots. At end of watch straining, using bows A. 6 and D., jib and main trysail. At end of watch Martini Indusdry Light Ship N. by E. 1/4 N. (p.c.); Lyber Island Light N. by E. (p.c.).

Examined and found to be correct.

J. H. Purcell
Lieutenant U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
Making passage from St Thomas, P. I. to Port Royal, P. E. and anchoring off Naval Station.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Clouds, by symbols.	Prev. of Clouds, by symbols.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surface of Water at Surface of Air.			
A. M.	4 2	0															
1	4	4	94.7	N. by N.	East		3	2	0	30.01	70	69	68	70	o. c. w. d.	cum. m. b.	0
2	2	1	96.5	East	"		3	2	0	30.00	70	69	68	70	"	"	0
3	1	8	97.5	"	"		4	2	0	30.00	70	69	68	70	o. c. p. b.	"	0
4	0	1	"	West	South		5	2	0	30.00	70	69	68	70	"	"	0
5	4	0	"	"	"		4	0	0	30.00	69	68	67	69	o. c. d.	"	0
6	2	5	"	South	S. E.		4	0	0	30.03	69	68	67	69	b. c. d.	"	1
7	2	1	"	South	S. N. E.		4	0	0	30.03	70	68	67	69	b. c.	"	3
8	1	4	"	N. by E.	"		4	0	0	30.04	70	69	67	69	"	"	3
9				Standing in for anchorage	N. E.		4	0	0	30.05	71	70	68	69	"	circum.	3
10				At anchor	"		3	0	0	30.06	72	71	69		"	"	2
11				East.	East		3			30.06	73	72	70		"	"	3
Noon.							3			30.06	74	74	70		"	"	2

68.8 Distance run by log.

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

400 gallons.

Water, distilled during the preceding 24 hours,

50 "

Water remaining on hand fit for use at Noon,

157.5 "

Coal consumed during the preceding 24 hours,

4 tons 1280 lbs.

Coal remaining on hand at Noon,

122 " 2025 "

P. M.	Tidal Current	Ship's head												
1	2 0	Est	N. N. W.	E. by N.	4	0	30.06	74	74	70	b. c.	circum. memb.	3	
2	1 7	"	"	E. N. E.	4	0	30.04	75	75	71	"	"	4	
3	1 8	"	N. W. by N.	"	4	0	30.02	74	73	69	"	circum. memb.	2	
4	1 8	"	"	N. E. by E.	4	0	30.03	72	71	67	"	"	2	
5	0 8	"	N. by N.	E. N. E.	4	2	30.04	72	71	68	"	"	2	
6	Flack	"	E. by E.	"	4	2	30.04	72	72	69	"	"	2	
7	0 9	Wind	S. E. by E.	N. E. by E.	5	2	30.06	72	72	69	b. c. p. g.	"	1	
8	1 2	"	"	"	4	2	30.07	72	72	69	o. c. n.	"	0	
9	2 0	"	"	"	4	2	30.08	72	72	69	b. c. p. b.	"	1	
10	2 4	"	"	E. N. E.	3	2	30.08	72	70	68	b. c. b.	"	1	
11	1 9	"	"	"	3	2	30.08	72	70	68	"	"	2	
Mid.	0 6	"	"	"	3	2	30.07	72	69	67	"	"	4	

under the command of

Commander Louis Kingsley
Monday, April 29

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear with passing showers. Gentle to stiff breeze from East to South. Barometer steady. Wind lightening in P.M. Took soundings at 12.30 and 10'clock in 9 and 7 fathoms respectively. At 12.30 sighted steamer standing to S.W. about 3 points forward of starboard beam. At 12.45 sighted Hunting Island Light, about point on starboard bow. At 1.30 changed course to East, took in jib and for topmast staysail and closed down engines. At 2.45 lost sight of Hunting Island Light and changed course to West. Average number of revolutions 26; steam pressure 55 lbs.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast and cloudy to fair and pleasant. Passing rain showers during first part of watch. Moderate breeze from South to S.W. Under steam alone, heading West until 5.20, Maritime Industry Lightship bearing N.W. distant about 3 miles, when changed to North, changing again at 6.45 to North and afterwards heading for sea buoy off S.E. Channel to Port Royal Sound. At 8 o'clock Maritime Industry Lightship, on port beam distant about 1/4 mile. Smooth sea. Average steam pressure 55 lbs; average revolutions 24.

R.D. Rodale
Ensign U.S.N.

From 8 A.M. to Noon

Fair. Moderate to gentle breeze from N.E. to East. During first three hours, standing in to anchorage off Naval Station, Port Royal, S.C., under command of Commanding Officer, under steam in three boilers. At 11.02 let go starboard anchor in 4 1/2 fathoms and proceeded to move ship. At 12 o'clock got on moving anchor and 15 fathoms of chain on both anchors, abeam Naval Station. Commenced distilling. Retained fire under boilers A.C. and D. Kepted on steam launch. Commanding Officer paid his official visit to Commandant of Naval Station. Made. Extra number, but received no answer. Draft of ship forward 13 feet 6 inches, aft 16 feet 4 1/2 inches.

N.A. Coleman
Ensign U.S.N.

From Noon to 4 P.M.

Moderate breeze from E. by N. and E. N.E. Partly cloudy and show. Tide turned ebb at 12.30. Crew engaged blacking ship's side. A Medical Board of Surgery of which Surgeon Thomas C. Ouellet U.S.N., was senior member held a survey on Asst. Paymaster M.W. Ramsey, U.S.N., and Joe Harris, Crew Attendant. Allowed five to six o'clock under boilers A.C. and D.

P.R. Brown
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Moderate to stiff breeze from E. N.E. to N.E. by E. Barometer rising. Tide turned at 5.35, depth of water 19 feet low water. At sunset sent down topmast and signal yards.

N.A. Coleman
Ensign U.S.N.

From 8 P.M. to Midnight

Moderate to gentle breeze from N.E. by E. and E. N.E. Cloudy, with lightning to N.W. and E.W. Flood tide.

P.R. Brown
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Meillon,
Lieutenant U.S.N., Navigator.

under the command of

Commander Louis Kingsley
Tuesday, April 30

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy to clear. Misty at times. Squally. Gentle to stiff breeze from N.E.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast. Moderate to light breeze from N.E. Tide turned flood at 6.40. Engaged cleaning ship.

N. G. Coleman
Ensign U. S. N.

From 8 A.M. to Merid.

Light to gentle breeze hauling from N.E. to N.W. Overcast. Flood tide. Mustered crew at quarters at 10.00. At 10.10 called all hands and crossed light yards and loosed sail. Afterwards sent down light yards, unbut light sails and crossed light yards. Received an official visit from the Commandant of Naval Station. Temperature of magazines 82°-80° forward, 76°-74° aft.

Geo. R. Blair
Lieutenant U. S. N.

From Merid. to 4 P.M.

Cloudy. Overcast second hour. Light breeze from N.W. and N.E. by N. Ship finished surring to ebb tide at 12.35. At 2.0 clock fuled sail and had extreme loosing and fuelling.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Gentle breeze to light air from N.W. Cloudy and pleasant. Turning to flood tide at 7.45. At sunset sent down topgallant and royal yards.

Geo. R. Blair
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Calm. Occasional light air from N.W.

J. H. Purcell
Lieutenant U. S. N.

Approved

Louis Kingsley
Commander U. S. N.

Commanding

Examined and found to be correct.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis Kingsley
Wednesday May 1

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant. Lightning about horizon. Light air from N.W. Barometer rising. At 12.50 suning to ebb.

W. B. Whitley
Lieutenant U. S. N.

From 4 to 8 A.M.

Light air from N.W. and S.W. Fair and warm. Began sunning to flood at 7.50. Received on board in Pay Dept. 115 lbs fresh beef, 115 lbs fresh vegetables and 92 lbs fresh bread.

G. R. Green
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Light air from N.W. and N.E. by N. At 9.30 mustered at quarters. At 9.45 exercised ending up light yards and loosing sail. From 10.30 to 11.30 exercised and instructed First Division in running and pointing 4 inch R. P. Gun. Temperature of magazines 82° 80° forward, 76° 74° aft.

J. D. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair. Clouding up toward middle of watch, with thunder shown. Light to gentle breeze from S.E. to S.W. Barometer falling. At 10 o'clock fueled sail. Sent monthly money to Apprentices.

W. B. Whitley
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to fair. Light air and breeze from S.W. Occasional periods of calm. At sunset sent down light yards. J. A. Greenlee left the ship on one week's leave of absence.

J. D. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear and pleasant. Lightning about horizon during first hour of watch. Calm to light air from South. Barometer steady. At 4 o'clock suning to flood.

W. B. Whitley
Lieutenant U. S. N.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Moored abreast of Naval Station, Port Royal, S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Wind, by symbols.	Force of Surface Wind, in knots.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry bulb.	Air, Wet bulb.	Water at surface.						
Tidal Current																				
A. M.																				
1			Obd.	S. E.	South		1-0			30.18	74	71	69			b. c. w.	cum. mist.		3	
2			"	"	Calne		0			30.18	74	71	70			"	"		4	
3			Swinging to Ebb.		"		0			30.18	74	71	70			"	"		2	
4			Ebb.	N. W.	N. N. W.		1			30.18	73	71	69			"	"		2	
5			"	"	"		1			30.21	72	70	69			b. c.	"		1	
6			"	N. W. by N.	N. by E.		2			30.24	71	69	67			"	"		1	
7			"	"	N. E.		2			30.26	71	69	67			"	cir. cum.		3	
8	1	0	"	"	"		3			30.27	70	69	67			"	"		4	
9			Obd.	E. by S.	"		3			30.27	69	68	67			"	cum. mist.		0	
10			Shifting both down mouth of River		"		3			30.26	70	68	67			O. c.	"		0	
11			"	"	"		3			30.27	70	68	67			"	"		0	
Noon.					South.		3			30.27	70	68	67			"	"		0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "

Longitude by D. R. 0 " "

Latitude by observations of ☉ 0 " "

Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "

Longitude by 0 " "

Position at 8 P. M. Latitude by 0 " "

Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 100 "

Water remaining on hand fit for use at Noon, 300 "

Coal consumed during the preceding 24 hours, 1 tons 20 40 lbs.

Coal remaining on hand at Noon, 120 " 505 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry bulb.	Air, Wet bulb.	Water at surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Wind, by symbols.	Force of Surface Wind, in knots.	State of the Sea.
1			<i>Riding to flood</i>	<i>South</i>	<i>East</i>	2			30.26	71	69	68		<i>O. c.</i>	<i>cum. mist.</i>		0	
2			"	"	<i>E. & E.</i>	2			30.26	71	69	68		"	"		0	
3			<i>Swinging to Ebb</i>		<i>Calne</i>	0			30.24	71	69	68		<i>b. c.</i>	"		2	
4			"	<i>N. by E.</i>	<i>E. N. E.</i>	2			30.22	72	70	68		"	"		2	
5			"	"	<i>E. by S.</i>	3			30.22	72	70	68		"	"		4	
6			"	"	"	3			30.22	71	70	67		"	"		4	
7			"	"	"	3			30.22	70	70	67		"	"		4	
8			"	"	"	2			30.22	70	68	65		"	"		4	
9			<i>Swinging to Obd.</i>		<i>E. by N.</i>	2			30.25	72	69	67		"	"		2	
10			<i>Obd.</i>	<i>South</i>	"	2			30.25	72	69	67		"	"		2	
11			"	"	"	3			30.27	70	68	66		"	"		2	
Mid.			"	"	"	3			30.27	70	68	66		"	"		2	

under the command of

Commander Louis Kingsley
Thursday, May 2

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy. Generally calm. Ship heading to flood tide until 2.30, when swung to ebb. At 3.0 clock started fire under boilers B, C and D.

R. D. Finsdale
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy to clear. Light air to gentle breeze from N. N. W. to N. E. At 6.15 unshackled port chain from morning work. At 6.30 crossed light yards. Received in Dep. of Supplies and Accounts 105 lbs. each of fresh beef and vegetables and 84 lbs. fresh bread. Fired under boilers B, C and D.

W. S. Whittelsey
Lieutenant U. S. N.

From 8 A.M. to Noon.

Weather overcast and cloudy. Gentle breeze from N. E. Barometer steady. At 8.0 clock hove up starboard anchor and in to 15 fathoms of port chain. At 8.25 swung to flood tide. At 9.40 got underway and stood down the river for a new berth. At 10.40 moved ship in 4 1/2 fathoms water, all mud with 15 fathoms of each chain: port anchor North; starboard anchor North. Angles from anchorage: Dry Dock Chimney to rear of Station 27° 30'; Rear Beacon to Black Bung 120°; Rear Beacon to Front Beacon 17° 47'. Let fire die out in all but boiler B. Layed all guns for great gun target, and put up small arm target. Distilling. Temperature of magazines 80°-70° forward, 76°-74° aft.

W. S. Whittelsey
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast to cloudy but pleasant. Calm and light Easterly breeze. Put out great gun target at 1500 yards. Sub Navigator Division in new small arm target for small arm target practice. Exercised apprentices of Ship Division in fighting and sub-caliber practice 6 pdr. R. F. Guns. At slack water shackled morning swing to starboard chain. Turned ebb tide about 3.0 clock.

R. D. Finsdale
Ensign U. S. N.

From 4 to 8 P.M.

Weather fair. Gentle breeze from E. by S. Barometer steady. At sundown sent down light yards. Ebb tide. Distilling.

W. S. Whittelsey
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Cloudy and cool. Light to gentle breeze from E. by N. Swung to flood at 9.15. Distilling.

R. D. Finsdale
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny
Lieut. U. S. N.
Navigator.

LOG of the UNITED STATES

Ship Essex
Moored in Port Royal Sound, S.C.

Third Rate,

Hour.	Knots.	Fathoms.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Gale, by symbols.	Direction of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 50°.	Air, Dry Bulb.	Air, Wet Bulb.					
Tide Current																
A. M.				Ship's head												
1			Flood	S. by E.	E. by N.	3		30.26	68	66	64	O. c.	accumul.		0	
2			"	"	"	3		30.26	69	67	65	"	"		0	
3			"	"	"	3		30.26	69	67	65	b. c.	"		2	
4			Ebb	N. by E.	"	2-3		30.26	68	66	63	O. c.	"		0	
5			"	"	"	2		30.26	68	66	63	b. c.	"		1	
6			"	"	N. E. by N.	2		30.28	67	65	62	"	"		1	
7			"	"	"	2		30.31	67	65	62	"	"		1	
8			"	"	N. N. E.	2		30.32	67	65	63	"	"		3	
9			"	"	N. by E.	2		30.32	68	68	65	"	"		4	
10			Swinging to flood	"	"	2		30.31	70	68	65	"	"		6	
11			Flood	S. by W.	S. W.	2		30.31	71	69	65	"	"		6	
Noon.			"	"	S. by E.	2		30.28	72	72	68	"	"		6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

1090 "

Coal consumed during the preceding 24 hours,

1 tons 1440 lbs.

Coal remaining on hand at Noon,

118 " 1305 "

P. M.																	
1	Flood	South	South	2		30.27	72	72	68	b. c.	accumul.	3					
2	"	"	"	2		30.26	72	72	68	"	"	2					
3	"	"	"	2		30.25	72	72	68	"	"	7					
4	Swinging to Ebb.	S. E.	"	2		30.24	72	72	68	"	accumul.	8					
5	Ebb	N. N. E.	"	3		30.24	72	72	68	"	"	7					
6	"	N. by E.	"	3		30.24	72	72	68	"	"	7					
7	"	"	"	2		30.24	72	72	68	"	"	8					
8	"	"	"	2		30.25	72	70	67	"	accum.	9					
9	"	"	"	2		30.27	74	72	67	b.	none	10					
10	Swinging to Flood	"	"	2		30.27	73	72	67	"	"	10					
11	Flood	South	"	2		30.26	72	70	67	"	"	10					
Mid.	"	"	S. E.	2		30.26	72	70	67	b. c.	accumul.	9					

under the command of

Commander Louis Kingsley
Friday, May 3

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy weather. Gentle breeze from E. by N. Distilling with banked fires under boiler B.

N. A. Coleman
Lt. Ensign U. S. N.

From 4 to 8 A.M.

Weather cloudy, clearing toward end of watch. Light breeze from E. by N. to S. E. by S. Barometer rising. At 7.45 coaled topgallant and royal yards. At tide Distilling. Received two Pay Dept. 105 lbs. each of fresh beef and vegetables and 84 lbs. fresh bread.

W. S. Whiting
Lt. Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Gentle breeze from North to South, through Wheel. Navigator's Division engaged in small arm target practice from boats at 300 yards range. 1st and 3rd Divisions had target practice with starboard 4" guns at 1500 yards range. Lining to flood tide at 10 o'clock. Distilling. Temperature of magesides 52°-50° forward 76°-74° aft.

R. D. S. Dale
Lt. Ensign U. S. N.

From Merid. to 4 P.M.

Fair and pleasant. Light breeze from South Wind port main battery at target 1500 yards. Expended 28, 4" rounds ammunition. Third Navigator and Powder Divisions had small arms. Consumed in Pay Dept. by Quarterly Board of Supply and three warboard 27 lbs. cocoa marked Camp, Day and Co. Contractors, Aug. 1890. Distilling with banked fires under boiler B.

N. A. Coleman
Lt. Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light Southerly breeze. Navigator's Division had small arm target practice from boats at 300 yards. Powder Division revolver target practice from boat at 30 yards and 1st, 2nd and 3rd Divisions target practice with port 4" guns. Expended in Advance Dept. 55 rounds 4" R. & C. cartridges complete. Lining to ebb at 4.15. Distilling.

R. D. S. Dale
Lt. Ensign U. S. N.

From 8 P.M. to Mid.

Generally clear and pleasant. Light breeze from the South. Distilling with banked fires under boiler B.

N. A. Coleman
Lt. Ensign U. S. N.

Examined and found to be correct.

J. B. McIlroy
Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Moored in Port Royal Sound, S. C.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER		TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Direction & Force of Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
<i>Ship's head.</i>																			
A. M.			<i>Tide Current</i>																
1			<i>Black</i>	<i>South</i>	<i>S. E.</i>		2			30.26	72	70	67			<i>b. c.</i>	<i>cir. cum.</i>	8	
2			"	"	"		2			30.26	72	70	67			"	"	8	
3			"	<i>S. by W.</i>	"		2			30.26	72	70	67			"	"	2	
4			"	"	"		1			30.27	72	70	67			"	<i>cum. memb.</i>	2	
5			<i>Ebb</i>	<i>S. N. W.</i>	<i>Calm</i>		0			30.27	72	70	68			"	"	1	
6			"	<i>North</i>	"		0			30.28	72	70	68			"	"	1	
7			"	<i>N. by E.</i>	<i>N. by E.</i>		1			30.31	72	70	69			"	"	1	
8			"	"	"		1			30.32	72	73	71			"	"	1	
9			"	"	"		1			30.34	73	73	71			"	<i>cum.</i>	2	
10			"	"	"		0-1			30.33	74	73	71			"	"	6	
11			<i>Surging to flood.</i>	"	"		0-1			30.32	74	73	71			"	<i>cum. memb.</i>	5	
Noon.			<i>Black</i>	<i>S. by W.</i>	"		1			30.30	74	73	71			"	<i>cir. cum. memb.</i>	5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

450 gallons.

Water *distilled* during the preceding 24 hours,

1285

Water remaining on hand fit for use at Noon,

1835

Coal consumed during the preceding 24 hours,

1 tons 2000 lbs.

Coal remaining on hand at Noon,

116 " 1545

P. M.																			
1			<i>Black</i>	<i>South</i>	<i>S. by E.</i>		1			30.28	76	75	71			<i>b.c.</i>	<i>cir. cum.</i>	5	
2			"	"	"		2			30.27	76	74	71			"	<i>cir. cum.</i>	5	
3			"	"	"		3			30.25	76	74	70			"	"	6	
4			"	"	"		3			30.25	76	74	70			"	"	7	
5			"	"	"		2			30.25	76	74	70			"	"	8	
6			<i>Surging to ebb.</i>	<i>N. N. E.</i>	"		2			30.25	76	74	70			"	"	9	
7			<i>Ebb</i>	<i>N. by E.</i>	"		2			30.25	76	74	71			"	"	9	
8			"	"	"		2			30.25	76	74	71			"	"	8	
9			"	"	"		2			30.25	76	74	71			"	"	9	
10			"	"	<i>S. E.</i>		1			30.27	76	74	71			"	"	9	
11			"	"	"		1			30.26	75	74	71			"	"	9	
Mid.			<i>Surging to flood.</i>	<i>S. by E.</i>	"		1			30.27	74	73	70			"	"	9	

under the command of

Commander Louis Kingsley
Saturday, May 4

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light breeze to light air from S.E. Cloudy. Distilling with fires banked under boiler B. Riding to flood tide.

Geo. R. Gleason
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy, but pleasant. Breeze and light Northerly air. Received in Pay Dept. for issue to crew 84 lbs. fresh bread. Tiding to ebb tide at 4.45. Distilling.

W. H. Rodale
Ensign U.S.N.

From 8 A.M. to Noon.

Fair. Breeze to light air from S by E. Tiding to flood at 11 o'clock. Engaged in target practice port secondary battery at target distant 1000 yards. Engineers Division firing at small arm target ashore. Distilling. Temperature of magazines, 82-80- forward, 76-74- aft.

W. A. Coleman
Ensign U.S.N.

From Noon to 4 P.M.

Light air to gentle breeze from S by E. Fair and warm. Riding to flood tide. Continued target practice with secondary battery (starboard 6 pdr. and 1 pdr. guns), range 1000 yards, observed fall of shot from ship and boat at target. Navigator's Division began target practice with revolver, firing from boat at target on shore, 30 yards distant. Distilling, with fires banked under boiler B.

Geo. R. Gleason
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair. Light breeze from S by E. Tiding to ebb at 6 o'clock. Engaged in target practice, starboard secondary battery until 5 o'clock. At the 31st round fresh from the starboard 1 pdr. H.B. one of the deck bolts of the mount worked loose making it necessary to discontinue firing from that gun. Distilling.

W. A. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Light breeze to light air from S by E. and S.E. Clear and pleasant. Bright moonlight. Began surging to flood tide at 11.25. Distilling with fires banked under boiler B. Apprentices gave a theatrical entertainment on board.

Geo. R. Gleason
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moored in Port Royal Sound, Fl.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	State of the Sea.	
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at/d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.										
Tidal Current																							
A. M.				Ship's head																			
1			Flood	South	E by S.	0-1			30.26	74	71	68		b.c.		circum.				9			
2			"	"	"	0-1			30.25	74	71	68		"		"				"	9		
3			"	"	"	0-1			30.25	74	71	68		b.		none				10			
4			"	"	"	0-1			30.25	73	71	69		"		"				"	10		
5			Swinging to Ebb	"	calm	0			30.26	74	71	69		b.c.		circum.				8			
6			"	S. by E.	S. E.	1			30.28	73	71	69		"		"				"	8		
7			"	"	"	1			30.31	73	74	71		"		"				"	6		
8			"	"	N. N. E.	1-2			30.31	74	76	72		"		"				"	7		
9			"	"	"	1			30.30	76	75	73		"		"				"	8		
10			"	"	"	1			30.31	76	76	73		"		"				"	8		
11			"	N. N. E.	East	2			30.31	77	75	72		"		"				"	8		
Noon.			Swinging to flood	S. E.	"	3			30.30	78	76	70		"		"				"	7		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

2435 "

Coal consumed during the preceding 24 hours,

1 tons 1280 lbs.

Coal remaining on hand at Noon,

915 " 265 "

P. M.																			
1	Blood	South	S.E.	4		30.29	76	76	71	b.c.	circ. cum.	7							
2	"	"	"	4.5		30.28	76	75	70	"	circ. cum.	7							
3	"	"	"	4.5		30.17	75	74	69	"	stat.	8							
4	"	S by E	"	4		30.24	74	73	68	"	circ. cum.	8							
5	"	"	"	4		30.26	74	73	67	"	"	8							
6	"	"	"	4		30.24	75	73	69	"	"	8							
7	Swinging to flood	N. N. E.	S. S. E.	3		30.24	74	72	68	"	"	8							
8	Ebb.	S. by E.	"	3		30.24	74	72	68	"	"	7							
9	"	"	"	3		30.24	74	73	70	"	"	5							
10	"	"	"	3		30.24	74	73	70	b.c.w.	"	5							
11	"	"	"	2		30.24	73	73	70	"	"	8							
Mid.	"	"	"	1		30.25	74	73	70	"	"	8							

under the command of

Commander Louis Kingsley
Sunday, May 5

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

using boiler B.

Clear. Calm. Occasional light air from E by S. Distilling

H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair. Calm to light breeze from N.W. to N. S.E. Received on board
in Pay Dept. 105 lbs. fresh beef and 84 lbs. fresh bread. Distilling using boiler B.

H. A. Leman
Lieutenant U. S. N.

From 8 A.M. to Merid.

Light air to gentle breeze from N. W. to East. Fair and pleasant.
Began swinging to flood tide at 11.30. Mustered crew at quarters at 9.30. Afterwards called
all hands to muster, read the Articles of War and letter of Department commending the heroic
conduct of Eric Lundberg, Mess Attendant, in attempting to save the life of a drowning man,
and the letter of Commanding Officer calling the attention of Department to the same.
Posted on bulletin board four Naval Orders Nos. 22-26. Distilling with banked fire
under boiler B. Temperature of magazines 81°-78° forward, 77°-74° aft.

George Bear
Lieutenant U. S. N.

From Merid. to 4 P.M.

Clear. Moderate to stiff breeze from S.E. Distilling using boiler B.

H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Moderate to gentle breeze from S.E. and E. S.E. Fair and pleasant.
Distilling with fire banked under boiler B. Tide turned ebb at 6.15.

George Bear
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Light air to gentle breeze from E. S.E. Pulling down. Stopped
distilling at 10.10 and allowed fire to die out under boiler B.

H. Purcell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McAllen
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moored in Port Royal Sound, S.C.

Third Rate,

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER			TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Proportion of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 6.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
Tidal Current				Ship's head															
A. M.																			
1			Surging to flood		E. S. E.		1			30.26	73	72	69		b.c. w.		cir. cum.		9
2			Flood	South	"		2			30.25	73	72	69		"		"		8
3			"	"	"		3			30.24	73	72	69		"		"		7
4			"	"	"		2			30.24	72	71	69		"		"		8
5			"	"	"		2			30.24	72	71	69		"		"		7
6			"	S by E.	"		1			30.25	72	71	69		"		"		6
7			Surging to ebb		"		1			30.26	72	72	70		b.c.		"		6
8			Ebb	N by E.	East		1			30.27	72	72	70		"		"		4
9			"	"	"		2			30.29	74	74	70		"		cum. m. b.		4
10			"	"	"		3			30.29	75	74	71		"		"		4
11			"	"	"		3			30.29	76	74	71		"		"		4
Noon.			"	"	E. S. E.		3			30.29	76	74	71		"		"		3

Course and distance made good since preceding noon by observations.

	knots.	tenths.
Latitude by D. R.	0	1
Longitude by D. R.	0	1
Latitude by observations of ☉	0	1
Longitude by chronometer from Forenoon Observations of ☉	0	1
Latitude by	0	1
Longitude by	0	1
Latitude by	0	1
Longitude by	0	1

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at		ship's head	0	1
Deviation of the Compass by Azimuth ☉ observed at		ship's head	0	1
Error of the Compass by Azimuth ☉ observed at		ship's head	0	1
Deviation of the Compass by Azimuth ☉ observed at		ship's head	0	1
Water expended during the preceding 24 hours,	435	gallons.		
Water distilled during the preceding 24 hours,	600	"		
Water remaining on hand fit for use at Noon,	2600	"		
Coal consumed during the preceding 24 hours,	1 tons 400	lbs.		
Coal remaining on hand at Noon,	113	" 2100		

P. M.																						
1	Flood	S. E.	E. S. E.	2	30.29	76	74	71		b.c.		cum. m. b.									4	
2	"	South	"	2	30.27	76	75	71		"		"									4	
3	"	"	S. E.	3	30.26	76	75	71		"		"									5	
4	"	S by E.	"	3	30.23	76	75	71		"		"									5	
5	"	"	E. by S.	4	30.24	76	75	72		"		"									3	
6	"	South	E. S. E.	3	30.25	75	74	71		"		"									2	
7	Surging to ebb	East	"	3	30.24	75	74	72		"		"									3	
8	Ebb	N by E.	East.	3	30.24	75	74	72		b.c. d.		"									2	
9	"	"	E. by S.	3	30.26	75	74	72		b.c. w.		cir. cum.									3	
10	"	"	E. S. E.	4	30.27	74	73	71		"		m. b.									4	
11	"	"	"	4	30.27	74	73	71		b.c. w.		cir. cum.									7	
Mid.	"	"	"	4	30.27	73	72	70		"		"									8	

under the command of

Commander Louis Kingsley
Monday, May 6

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant, with light air to gentle breeze from E. & E. Barometer falling. At 12.30 tide turned flood. Heavy dew.

W.B. Whittier
Lieutenant U.S.N.

From 4 to 8 A.M.

Light breeze to light air from E. & E. and East. Partly cloudy. Tide turned ebb at 6.25. Lieut. Comdr. E. M. Price U.S.N., left the ship under orders from the Commandant of Station, having in charge Jose Maria, Mexican Attendant with directions to deliver him to the St. Elizabeth Asylum, Washington D.C. Asst. Paym'r W. M. Camsey, U.S.N., left the ship under orders from the Navy Dept. to report to the Commandant of the Washington Navy Yard for treatment at the U.S. Naval Hospital. Received on board in Pay Dept. 105 lbs. fresh beef, 105 lbs. fresh vegetables and 84 lbs. fresh bread.

J. B. McIlwain
Lieutenant U.S.N.

From 8 A.M. to Merid.

Light to gentle breeze from East. Cloudy. Threatening rain. Ebb tide. Black water at 12. At 8.45 the First Division in charge of Lieut. Purcell went to the rifle range in sailing launch and engaged all forenoon in firing at target with rifles. At 8.10 part of the Heavy Artillery Division went to revolver range to fire at target, but owing to the water being too low could not get on the range. Went to quarters at 9.30 and added the apprentices division at gun drill. At 10.45 had routine drill for apprentices viz: head, ground tackle and rigging. At 11.45 sent steam launch to Port Royal with mail. Temperature of magazines 53° 51° forward, 79° 76° aft.

J. B. McIlwain
Lieutenant U.S.N.

From Merid. to 4 P.M.

Weather clear. Light to gentle breeze from E. & E. to E. Barometer falling. At 12.30 owing to flood tide. Second Division in charge of Lieut. Whittier went to rifle range and engaged all afternoon firing with rifles.

W.B. Whittier
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to fair. Gentle to moderate breeze from East to E. & E. At 7.20 finished evening to ebb tide.

J. Purcell
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear. Moderate breeze from E. by S. to E. & E. Barometer steady. Riding to ebb tide.

W.B. Whittier
Lieutenant U.S.N.

J. B. McIlwain, Navigator,
Lieutenant U.S.N.

under the command of

Commander Louis Kingsley
Tuesday, May 7

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moonlight.

Clear to cloudy. Clouds coming from E. Gentle E. & E. breeze.

R. D. Tidale
Ensign U. S. N.

From 4 to 8 A.M.

Fair to clear. Light to gentle breeze from E. and E. N.E. Finished swinging to ebb at 7.50. Received in Dept. of Supplies and Accounts 84 lbs. of fresh bread.

H. J. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather fair. Clouding up with heavy rain equal during second hour of watch. Leaving during second half of watch. Third Division in charge of Engineer Tidale left the ship for the rifle range and Engineer Division in charge of Lieut. Purcell for pistol range. Also commenced target practice with 6 pdr. E. I. but all target practice was stopped on account of rain the boat parties returning to the ship. At 10.30 loaded sail to dry. At 11.30 saw English steamer came in, passing up to Quarantine Station. Ebb tide. J. J. Nicholson, L. M. 3rd, absent without leave. Temperature of magazines 52°-80° forward, 77°-74° aft.

W. S. Whitney
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair and pleasant. Moderate to stiff breeze from E. by S. Ball's barometer completed 6 pdr. target practice at 1000 yards range using both batteries. Expended for target practice in Ordinance Dept. 345 rounds 6 pdr. cartridges (complete) and 90 rounds 1 pdr. (heavy) cartridges (complete). Turning to flood tide at 1.45. At 12.45 fresh sail.

R. D. Tidale
Ensign U. S. N.

From 4 to 8 P.M.

Weather fair. Moderate breeze from E. by S. Barometer steady. At 5.15 Lieut. Purcell returned with firing party from pistol range. Expended during the day 150 rounds of 40 cal. rifle and 250 rounds of 38 cal. revolver ammunition. J. E. Dremer, L. M. 3rd, left the ship on four days leave. At sunset sent down topgallant and royal yards.

W. S. Whitney
Lieutenant U. S. N.

From 8 P.M. to Merid.

Clear and pleasant. Moderate to light breeze from N.E. Turning to ebb tide at 8.15, tide quite strong about 5 knots at 11.0 dark. Bright moonlight, full moon.

R. D. Tidale
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlroy, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES *Ship Essex*
Moor'd in Port Royal Sound, I.C.

Third Rate,

				WIND.		BAROMETH. TEMPERATURE.								State of the Weather, by symbols.		Form of Clouds, by symbols.		Prop. of Clear Sky, in fths.		State of the Sea.	
Hour.	Knots.	Faths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Therm. at 6°	Air.	Wet Bulb.	Wet Bulb.	Water at Surface.							
A. M.																					
			<i>Adal Current</i>																		
1			<i>Ebb</i>	<i>N. by E</i>	<i>N. N. E.</i>	1			30.22	74	73	71			<i>b. w.</i>	<i>circum.</i>	9				
2			"	"	"	2			30.22	73	72	70			"	"	9				
3			<i>Turning to flood</i>	"	"	3			30.21	72	71	69			"	"	9				
4			<i>Ebb</i>	<i>South</i>	"	3			30.21	73	71	69			"	"	9				
5			"	"	"	2			30.21	72	71	69			<i>b. p.</i>	<i>cum.</i>	8				
6			"	"	"	3			30.21	72	71	69			"	"	8				
7			"	"	"	3			30.22	73	72	70			"	"	8				
8			<i>Turning to ebb</i>	"	"	3			30.23	73	73	71			"	"	8				
9			<i>Ebb</i>	<i>N. by E.</i>	"	3			30.24	73	73	71			"	"	7				
10			"	"	"	2			30.25	74	73	71			"	"	4				
11			"	"	<i>SSE.</i>	1-2			30.25	74	73	71			"	"	6				
Noon.			"	"	"	1-2			30.24	75	74	72			"	"	4				

Course and distance made good since preceding noon by observations.

knots.	tenths.
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70	0
71	0
72	0
73	0
74	0
75	0
76	0
77	0
78	0
79	0
80	0
81	0
82	0
83	0
84	0
85	0
86	0
87	0
88	0
89	0
90	0
91	0
92	0
93	0
94	0
95	0
96	0
97	0
98	0
99	0
100	0

Position at Noon: { Latitude by D. R.
Longitude by D. R.
Latitude by observations of ☉
Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
 { Longitude by

Position at 8 P. M. { Latitude by
 { Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth \odot observed at _____, ship's head

Deviation of the Compass by Azimuth \odot observed at _____, ship's head _____

Error of the Compass by Azimuth \odot observed at _____, ship's head

Deviation of the Compass by Azimuth \odot observed at _____, ship's head

Water expended during the preceding 24 hours,

500 gallons

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1600 "

Coal consumed during the preceding 24 hours,

tons 2240 lbs

Coal remaining on hand at Noon,

112 " 1145 "

P. M.									
1	ebb	S. by E.	S. by W.	3	30.23	76	75	73	bc. cum. 5
2	"	"	S. by E.	3	30.21	77	76	74	" " 7
3	Running to Wind.	South	S. E.	3	30.19	77	76	73	" " 7
4	Wind	"	S. E.	3	30.16	76	75	72	" " 7
5	"	"	"	3	30.16	76	75	72	" " 7
6	"	"	"	3	30.15	76	75	72	" " 7
7	"	"	"	3	30.17	74	74	71	" " 7
8	"	"	"	3	30.18	74	74	71	" " 7
9	Running to ebb	"	S. by E.	3	30.19	75	74	71	" " 9
10	ebb	S. by E.	"	3	30.19	76	74	71	" " 9
11	"	"	"	3	30.19	76	74	71	" " 9
Mid.	"	"	"	3	30.20	76	74	71	" " 9

under the command of

Commander Louis Kingsley
Wednesday, May 8

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

N. N.E.

Clear and cool. Light air to gentle breeze from

N. T. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather clear and pleasant. Gentle breeze from N. N.E. At 7.20 crossed topgallant and royal yards. At 7.50 commenced surging to ebb tide. Received on board in Pay Dept. 105 lbs. fresh beef, 105 lbs. fresh mutton, and 84 lbs. bread

W. B. Whittier
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair and pleasant. Gentle breeze from N. N.E. and light air from S. S.W. Towing to ebb at 8.30. Engaged in following target practice, 1st Division, pistol from boat at 30 yards; 3rd Division, rifle from boat at 300 yards. Riflemen from ship volley firing for one minute at target 300 yards. At 9.30 had quarters for muster and inspection. J. I. Nicholson (C. M. S.) absent without leave. Temperature of magazines 81° 80° forward, 75° 76° aft.

R. D. Findale
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breeze from S. by E. to E. Black water ebb at 2.15. Towing around to flood about 3 P.M. At 1.20 had target practice from ship, volley firing with revolver at target 30 yards distant. At 1.15 the Under Division with Ensign Coleman in charge went to the rifle range in sailing launch to fire at target from boat at 300 yards.

J. B. Meillon
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light and gentle southerly breeze. Second Division had target practice with pistol from boat at 30 yards range. Flood tide.

R. D. Findale
Ensign U. S. N.

From 8 P.M. to Mid.

Generally clear and pleasant. Gentle breeze from S. by E.

N. T. Coleman
Ensign U. S. N.

J. B. Meillon, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moored in Port Royal, Sound, S.C.

Third Rate,

				WIND.		BAROMETER. TEMPERATURE.							State of the Weather, by symbols.		Forms of Clouds, by symbols.		Force of Clear Sky in fths.		State of the Sea.	
Hour.	Knots.	Tenils.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
Tide Current				Ship's head																
A. M.																				
1			Ebb	S. by E.	S. S. E.	2			30.19	76	74	71		b.c.w.	circum.	5				
2			"	"	S. by E.	2			30.19	75	73	71		"	"	5				
3			"	North		0-1			30.19	74	72	70		"	"	6				
4			Running to flood	South	S. S. E.	1			30.19	74	72	70		b.c.m.w.	"	6				
5			Flood	S. by E.	S. E.	1			30.19	74	73	71		b.c.m.	"	7				
6			"	"	E. by S.	1-2			30.19	74	73	71		"	"	7				
7			"	"	"	1			30.20	74	73	72		"	"	7				
8			"	"	calm.	0			30.21	75	75	73		b.o.	"	7				
9			"	"	"	0			30.21	76	76	73		"	"	7				
10			Running to ebb	"	S. by E.	1			30.22	78	76	73		"	"	7				
11			Ebb	S. by E.	"	2			30.21	78	77	74		"	"	7				
Noon.			"	"	"	2			30.21	78	77	75		"	"	7				

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 "

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, tons 1280 lbs.

Coal remaining on hand at Noon, 111 " 2105 "

P. M.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1			Ebb	S. by E.	S. S. E.	2			30.19	78	77	75		b.c.	circum.	6	
2			"	"	"	2			30.15	77	77	74		"	"	7	
3			Running to flood	South	"	2			30.14	77	77	74		"	"	5	
4			Flood	"	"	2			30.12	78	76	73		"	"	3	
5			"	"	"	3			30.13	77	75	72		b.c.	circum.	0	
6			"	"	S. by E.	2			30.14	76	74	71		"	"	0	
7			"	"	S. S. E.	2			30.13	76	74	71		"	"	0	
8			"	"	South	2			30.15	76	74	71		"	"	0	
9			"	"	"	2			30.16	77	75	72		b.c.b.	"	1	
10			Running to ebb	North	"	2			30.17	77	75	72		b.c.b.	"	0	
11			Ebb	"	S. by E.	2			30.18	77	75	72		"	"	0	
Mid.			"	"	West	2			30.19	77	75	72		"	"	0	

under the command of

Commander Louis Kingsley
Thursday, May 9

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Light breeze to light air from S.E. and S by E. and calm.
Fair and damp. Bright moonlight. Began swinging to flood tide at 3.40 and finished
at 3.45.

Geo. R. O'Leary
Lieutenant U. S. N.

From 4 to 8 A.M.

Calm and pleasant. Calm and light westerly air. Flood tide. Records
in Pay Dept. 105 lbs. fresh beef, 105 lbs. fresh vegetables and 84 lbs. fresh bread.

R. H. Fishale
Ensign U. S. N.

From 8 A.M. to Noon.

Calm and warm. Calm to light breeze from S by W. Third Division
finished firing with revolvers at target school from boat distant 50 yards. At 9.30 mustered
at quarters and had drill as follows: 1st Division revolvers, 2nd Division infantry, Trench
Division single sticks, Firing to ebb at 9.30. Absent from the ship one crew, J. J. Nicholson
(C. Mate's c.) and J. A. Krum (Tide). Temperature of magazines 82° 83° forward, 81° 79° aft.

N. P. Coleman
Ensign U. S. N.

From Noon to 4 P.M.

Light breeze from S.E. Fair and warm. Began swinging to flood tide
at 3.00. Examined two white crab's under sail.

Geo. R. O'Leary
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy and warm. Light breeze from S.E. to South. At sunset cut down
light yards. At 5.30 examined apparatus at sitting up.

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Midnight.

Light breeze from South, S by W, and West. Onset with lightning
to Westward. Moon showing through clouds. Began swinging to ebb tide at 9.30 and
finished swinging at 9.55.

Geo. R. O'Leary
Lieutenant U. S. N.

J. B. McIlwain
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES *Ship Essex* *Third Rate,* *Moved in Port Royal Sound, S.C. and abreast of Naval Station Port Royal, S.C.*

Hour.	Knots.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.				
Ship's head.													
A. M.	Tide Current												
1			Ebb	N. by E.	N. N. W.	1	30.16	76	75	73	b. c.	cum. mist	1
2			"	"	"	1	30.16	76	75	73	"	"	2
3			"	"	"	1	30.14	76	75	73	"	"	1
4			"	"	Calm.	0	30.14	76	75	73	"	"	1
	Surging to Flood			South	East.	1	30.15	76	75	73	"	cir. cum	6
6			"	"	"	1	30.15	76	75	73	"	"	6
7			"	"	"	1	30.16	76	76	73	"	"	6
8			"	"	"	1	30.17	77	76	74	"	"	6
9			"	"	Calm.	0	30.16	78	78	76	"	"	6
10	Surging to ebb			"	S. by E.	2	30.17	79	78	75	"	"	5
11	Underway Standing up Sound.			"	"	2	30.16	79	78	75	"	"	4
Noon.	Moved abreast of Naval Station			"	S. E.	3	30.16	79	78	76	b. c. p.	mist	5

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

600 "

Coal consumed during the preceding 24 hours,

1 tons 1360 lbs.

Coal remaining on hand at Noon,

110 " 745 "

P. M.													
1		Ebb.	N. W.	S. E.	2	30.13	78	78	75	b.c.	cir. cum	5	
2		"	"	"	2	30.13	78	78	75	"	"	3	
3		"	"	"	2	30.11	78	78	75	"	"	3	
4	Surging to flood.				2	30.10	78	78	75	"	cum. mist	3	
5	Flood.	S. E.		S. E.	2	30.08	78	77	74	"	"	1	
6	"	"	"	"	2	30.08	77	76	74	"	"	1	
7	"	"	"	"	2	30.09	77	76	73	"	"	1	
8	"	"	"	"	2	30.11	77	76	73	s.c.b.	"	0	
9	"	"	"	"	3	30.11	76	76	72	s.c. h.p.	mist	0	
10	"		S. E. by S.	"	3	30.11	76	75	72	"	"	0	
11	Surging to	ebb.	N. W. by N.	"	3	30.11	76	75	72	s.c.	"	0	
Mid.	Ebb.	N. W.	"	"	3	30.10	76	75	72	"	"	0	

under the command of

Commander Louis Kingsley
Friday, May 10

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to clear. Light breeze from N. N. W. then calm.

H. Pyrell
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Light breeze from East. Received on board in Dept. of Supplies and Accounts the following fresh provisions, 105 lbs. meat, 84 lbs. bread, 105 lbs. vegetables. English steamer Potomac came in. At 5.30 started fire under boilers B, C, and D. At 7.30 crossed light yard.

J. A. Coleman
Ensign U. S. N.

From 8 A.M. to Noon.

Calm first hour, light to gentle breeze from S. by E. and S. E. after 9 o'clock. Fair and warm. Rain showers last hour. Began to swing to ebb at 9.45 and finished at 10.15. At 10.17 called all hands, unmoored ship, and stood up river towards Canal Station. Proceeded under no sail until 11.30 when let go port anchor (up stream) in 5 fathoms water, veered to 30 fathoms and let go starboard anchor (down stream). Ran in on port chain and put on morning work, with 15 fathoms on each chain. Anchorage abreast of Canal Station. Allowed fire to die out under boilers C and D, and began distilling with tanked fire under boiler B. About without leave, J. J. Nicholson (C Mate 3rd) and J. A. Green (Ct) Temperature of magazine 80° 71° forward, 75° 75° aft. Draft of ship, 13 feet 5 1/2 inches forward, 16 feet 4 inches aft.

A. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Fair to clear. Light breeze from S. E. Apparatus engaged in sewing and mending. Distilling using boiler B.

H. Pyrell
Lieutenant U. S. N.

From 4 to 8 P.M.

Light breeze from S. E. Cloudy with lightning to N. and N. W. last hour. Riding to flood tide. At sunset sent down hooped yard. Distilling with fire tanked under boiler B.

A. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast and cloudy. Lightning and light passing showers first part. Another breeze from S. E. Ship finished swinging to ebb at 11.55. Distilling using boiler B.

H. Pyrell
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U. S. N.

Commander Louis Kingsley
Saturday, May 11

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and cloudy. Light drizzling rain about 4 o'clock. Light breeze from S.W. to calm. Barometer falling ebb tide.

W.B. Whitelock
Lieutenant U.S.N.

From 4 to 8 A.M.

Balm first how light air from N.E. by E. and North after 5 o'clock. Overcast, with rain last two hours. Towing to flood at 4.45. Got soundings over the stern towards Naval Station, in 3 1/4 fathoms water. Received on board in Pay. Depth: 84 lbs. fresh bread. Distilling with fire hooked under boiler B.

J. R. Green
Lieutenant U.S.N.

From 8 A.M. to Noon.

Cloudy to fair. Light air from N.E. About without leave J. D. Nicholson (C. 3d cl.) and J. A. Green (Id.) At 11.40 commenced swinging to ebb. Commanding Officer awarded punishments as follows, viz: - for gambling at cards E. Mauerhofer (App 3cl) and E. A. Kortum (App 3cl) to be confined for three days in double iron. Distilling using boiler B. Temperature of magazine 81° 75° forward, 76° 75° aft.

J. H. Purcell
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather fair. Light air to breeze from N.E. to S.E. Barometer falling. O. K. Lightfoot, (Id.) was this day honorably discharged from this vessel and the Naval Service, his term of enlistment having expired. Tested magazine flood cocks, finding them in good condition. Had a dinghy race with Station dinghy. Distilling.

W.B. Whitelock
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear followed by cloudy and overcast. Thunder and lightning. Light breeze from East and S.E. by S. Distilling using boiler B.

J. H. Purcell
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather cloudy and threatening with lightning in North. Light rain about 8.30. Clearing during rest of watch. Light breeze to light air from S.E. by S. to N.W. by N. Sumner J. E. (C. 3d cl.) returned from leave. At 11.20 evening to ebb tide. Distilling.

W.B. Whitelock
Lieutenant U.S.N.

J. B. McIlhenny, Navigator,
Lieutenant U.S.N.

under the command of

Commander Louis Kingsley
Sunday May 12

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Fair and pleasant. Light southerly air and breeze to gentle breeze from N. & N. E. Mornlight. Distilling.

R. D. Tindale
Ensign U. S. N.

From 4 to 8 A.M.

Clear, then cloudy. Moderate breeze from N. & N. E. blowing stiff in puffs back part. Ship finished averaging to flood tide about 6.10. Received in Dept. of Supplies and Accounts 105 lbs. each of fresh beef and vegetables and 84 lbs. fresh bread. Distilling using boiler B.

W. D. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather cloudy. Moderate breeze from N. & N. E. to N. E. Barometer rising. At 9.40 the Commanding Officer inspected the ship with crew at quarters. Then held Dinner Survey on board. At 11.15 commenced averaging to ebb tide Distilling. J. D. Nicholson (C. & S. S. S.) and J. A. Greene (S. S.) were absent without leave. Temperature of magazines 80°-79° forward, 75°-73° aft.

W. S. Whittlesey
Lieutenant U. S. N.

From Merid. to 4 P.M.

Generally cloudy. Moderate N. E. breeze. Lieut. Comdr. J. M. Wise, U. S. N. returned on board from duty in connection with transferring Jose Maria (New Atid) from this ship to St. Elizabeth Inland Asylum, Washington, D. C. Ebb tide. Distilling.

R. D. Tindale
Ensign U. S. N.

From 4 to 8 P.M.

Weather fair. Moderate to gentle breeze from N. & N. E. to N. with. Barometer rising. At 5.30 averaging to flood tide. Distilling. Liberty party of apprentices returned except J. E. Schwandt, D. C. Loden App. S. S., was found to be absent from the ship without leave.

W. S. Whittlesey
Lieutenant U. S. N.

From 8 P.M. to Mid.

Fair to clear and cool. Gentle to stiff N. & N. E. breeze. At 11.30 averaging to ebb tide. Morn rose at 11.15. Distilling.

R. D. Tindale
Ensign U. S. N.

J. B. Neilson,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved abreast of Naval Station, Port Royal, S.C.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Tidal Current																	
A. M.				Ship's head.													
1			Ebb.	N. W.	N. N. W.		3			30.22	62	63	55	b. o.	circum.	7	
2			"	"	"		3			30.22	61	59	54	"	"	7	
3			"	"	"		3.5			30.22	60	59	54	"	"	6	
4			"	"	"		2			30.28	60	57	52	"	"	5	
5			"	"	"		2			30.30	59	55	50	"	"	8	
6			Running to flood				2			30.32	57	57	55	b.	none	10	
7			Clear	E. S. E.	N. N. E.		2			30.34	54	57	53	"	"	10	
8			"	"	"		2			30.36	54	58	53	"	"	10	
9			"	"	"		3			30.33	76	61	50	"	"	10	
10			"	"	"		3			30.24	69	63	55	"	"	10	
11			"	S. E. by E.	N. E. by N.		1-2			30.34	76	76	60	"	"	10	
Noon.			"	"	"		1			30.33	70	70	62	"	"	12	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

500 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

2500 "

Coal consumed during the preceding 24 hours,

1 ton 1680 lbs.

Coal remaining on hand at Noon,

105 " 1065 "

P. M.																				
1	<i>Running to ebb</i>	<i>N. W.</i>	<i>Calom.</i>	0	30.31	71	74	63		<i>b. o.</i>	<i>circ.</i>	9								
2	<i>Ebb</i>	"	<i>S. E.</i>	1	30.29	71	73	63		"	"	9								
3	"	"	"	2	30.27	71	73	63		"	"	9								
4	"	"	"	2	30.26	70	71	64		"	"	9								
5	<i>Running to flood</i>	"	"	2	30.26	70	69	63		"	"	8								
6	<i>Clear</i>	<i>S. E. by E.</i>	<i>South</i>	2	30.27	70	69	62		"	<i>circum.</i>	9								
7	"	<i>S. E.</i>	"	2	30.24	69	68	61		"	"	9								
8	"	<i>S. E. by E.</i>	"	2	30.23	69	67	60		"	<i>b.</i>	<i>none</i>	10							
9	"	"	"	3	30.23	70	68	62		"	"	10								
10	"	"	"	2	30.24	72	67	64		"	"	10								
11	"	"	"	3	30.23	72	68	61		"	"	10								
Mid.	<i>Running to ebb</i>	<i>S. E.</i>	"	3	30.22	70	67	60		"	"	10								

under the command of

Commander Louis Kingsley
Monday, May 13

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Gentle to stiff breeze from N. N. W. Distilling.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather clear and cool. Light to gentle breeze from N. N. W. to N. N. E. Barometer rising. At 6 o'clock sprung to flood tide. Distilling J. I. Nicholson (C. N. 3d.) returned to the ship 6 1/4 days on time. Received in Pay Dept. 105 lbs. fresh beef, 105 lbs. fresh vegetables, 84 lbs. bread.

W. B. Whiteley
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudless. Cool to pleasant weather. Gentle breeze to light air from N. E. by N. At 9.30 had quarters for muster and inspection and found J. E. Ford (App 3d class) absent without leave, and J. A. Greene (Id.) and J. C. Rhoder (App 3d.) absent on leave. Exceeded crew sending down topgallant yards, huding light sails, raising light yards and lowering sail to a bustle. Cleared bilge. Aired bedding. Flood tide. Distilling using biler B.

R. D. Tisdale
Ensign U. S. N.

From Merid. to 4 P.M.

Clear and pleasant. Calm to light breeze from S. S. E. Sprung to ebb tide at 12.30. At 1.30 furlled sail. Distilling with backed files under biler B.

N. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Gentle southerly breeze. C. B. Clements (B. N. 2d.) was placed in confinement in double irons for three days by order of Commanding Officer; offense getting drunk when sent ashore on duty. Turned flood tide at 5.40. Distilling.

R. D. Tisdale
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Gentle to moderate breeze from South. Had a theatrical entertainment on board given by the boys. Stopped distilling at 9 o'clock and allowed fire to die out.

N. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator.
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Tuesday, May 14

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Fresh breeze blowing in squalls from West. Clear and cool.
Moon set at 12.00. Tide turned ebb at 12.00.

Geo. P. Clark
Lieutenant U. S. N.

From 4 to 8 A. M.

Cloudless. Gentle breeze from West. Received in Pay Dept. 80 lbs.
fresh bread for issue to crew. At 7.00 turning to flood tide.

R. D. Tisdale
Ensign U. S. N.

From 8 A. M. to Noon.

Clear. Gentle to moderate breeze from N. N. W. to N. W. At 10 o'clock
mustered at quarters and afterwards exercised boys at signals until 11.30. Navigator's
Division shifted for topsail. Released from confinement by order of Commanding Officer C. A. Holstein
and E. Mauchhofer, Appr 3rd class, their terms of imprisonment having expired. J. E. Schindler and
D. E. Soder Appr 5th class, were reported absent without leave. By order of Commanding Officer
the following punishment was inflicted, James Peterson 6 M at A, lying, reduced to 4th class
conduct; P. B. Adams, B. M. 2 cl, profane language aloft, reduced to 4th class conduct. Temperature
of magazines 79°-77° forward, 75°-73° aft.

W. A. Coleman
Ensign U. S. N.

From Noon to 4 P. M.

Stiff breeze from N. W. by W. Clear and pleasant. Riding to ebb tide.
Shifted foreail and began repairing old oil. By order of Commanding Officer, paid to
members of crew the sum of one hundred and thirteen dollars (\$13.00) as prize money
won at target practice. At 2.05, J. E. Schindler (Appr 3 cl) and D. E. Soder (Appr 5 cl) were brought
on board by policemen and a reward of ten dollars (\$10.00) for each was paid for their
arrest and delivery on board. Schindler and Soder, by order of Commanding Officer were placed
in single irons to await trial by Court Martial, for attempting to desert.

Geo. P. Clark
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear. Stiff to gentle breeze from N. W. by W. At 7.15 set down light yards.
At 7.05 started to swing to flood.

W. A. Coleman
Ensign U. S. N.

From 8 P. M. to Midnight.

Light breeze from N. W. by W. Clear and cool. Riding to flood tide.

Geo. P. Clark
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
Moved abreast of Naval Station, Port Royal, S.C.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.	
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.						
Tidal Current																			
A. M.				Ship's head.															
1			Swinging to ebb.	N. by N.	4.5			30.26	68	65	57		b.		none.		10		
2			ebb.	N. by N.	4.5			30.28	64	63	59		"		"		10		
3			"	"	4			30.27	63	62	58		"		"		10		
4			"	"	4			30.28	62	61	57		"		"		10		
5			"	N. N.	3			30.29	61	60	59		"		"		10		
6			"	N. N. by N.	3			30.32	59	58	57		"		"		10		
7			Swinging to flood.	"	3			30.36	59	58	57		"		"		10		
8			ebb.	E. by S.	3			30.36	61	60	60		"		"		10		
9			"	N. E.	3			30.38	62	62	59		"		"		10		
10			"	S. E. by E.	2			30.36	65	66	56		"		"		10		
11			"	"	2			30.34	67	69	59		"		"		10		
Noon.			"	S. E.	1			30.33	69	72	69		"		"		10		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	1	"
	Longitude by D. R.	o	1	"
	Latitude by observations of ☉	o	1	"
	Longitude by chronometer from Forenoon Observations of ☉	o	1	"
Position at 8 A. M.	Latitude by	o	1	"
	Longitude by	o	1	"
Position at 8 P. M.	Latitude by	o	1	"
	Longitude by	o	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

2100 "

Coal consumed during the preceding 24 hours,

tons 2240 lbs.

Coal remaining on hand at Noon,

103 " 1545 "

P. M.																					
1			<i>ebb.</i>	<i>South</i>	<i>South</i>	<i>1</i>			<i>30.27</i>	<i>70</i>	<i>74</i>	<i>63</i>		<i>b.</i>			<i>none</i>		<i>10</i>		
2			<i>Swinging to ebb.</i>	<i>"</i>	<i>"</i>	<i>3</i>			<i>30.25</i>	<i>72</i>	<i>74</i>	<i>64</i>		<i>"</i>			<i>"</i>		<i>10</i>		
3			<i>ebb.</i>	<i>N. N. by N.</i>	<i>"</i>	<i>3</i>			<i>30.24</i>	<i>72</i>	<i>74</i>	<i>64</i>		<i>"</i>			<i>"</i>		<i>10</i>		
4			<i>"</i>	<i>"</i>	<i>S. E. by S.</i>	<i>2</i>			<i>30.25</i>	<i>72</i>	<i>72</i>	<i>64</i>		<i>"</i>			<i>"</i>		<i>10</i>		
5			<i>"</i>	<i>"</i>	<i>"</i>	<i>3</i>			<i>30.25</i>	<i>72</i>	<i>72</i>	<i>65</i>		<i>"</i>			<i>"</i>		<i>10</i>		
6			<i>"</i>	<i>"</i>	<i>S. by N.</i>	<i>4</i>			<i>30.22</i>	<i>71</i>	<i>70</i>	<i>62</i>		<i>"</i>			<i>"</i>		<i>10</i>		
7			<i>Swinging to flood.</i>	<i>"</i>	<i>S. S. E.</i>	<i>5</i>			<i>30.21</i>	<i>69</i>	<i>68</i>	<i>60</i>		<i>"</i>			<i>"</i>		<i>10</i>		
8			<i>ebb.</i>	<i>S. E.</i>	<i>"</i>	<i>5</i>			<i>30.22</i>	<i>69</i>	<i>67</i>	<i>58</i>		<i>"</i>			<i>"</i>		<i>10</i>		
9			<i>"</i>	<i>S. E. by S.</i>	<i>S. by E.</i>	<i>5</i>			<i>30.23</i>	<i>69</i>	<i>67</i>	<i>58</i>		<i>"</i>			<i>"</i>		<i>10</i>		
10			<i>"</i>	<i>"</i>	<i>"</i>	<i>6</i>			<i>30.23</i>	<i>69</i>	<i>67</i>	<i>57</i>		<i>"</i>			<i>"</i>		<i>10</i>		
11			<i>"</i>	<i>S. E.</i>	<i>"</i>	<i>4</i>			<i>30.22</i>	<i>69</i>	<i>67</i>	<i>57</i>		<i>"</i>			<i>"</i>		<i>10</i>		
Mid.			<i>"</i>	<i>"</i>	<i>"</i>	<i>4</i>			<i>30.22</i>	<i>68</i>	<i>66</i>	<i>56</i>		<i>"</i>			<i>"</i>		<i>10</i>		

under the command of

Commander Louis Kingsley
Wednesday, May 15

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear Moderate breeze from N.W. by N. Ship finished swinging to ebb tide at 1.35.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally clear and pleasant. Gentle breeze from North to N.E. Tide turned flood at 7 o'clock. Received in Bay Dept. 100 lbs. fresh beef, 100 lbs fresh vegetables and 80 lbs. fresh bread.

A. R. Clemon
Ensign U.S.N.

From 8 A.M. to Merid.

Gentle breeze to light air from N.E. evening to E.S.E. Clear and pleasant. Riding to flood tide. Mustered crew at quarters at 9.45 and 9.45, called all hands, crossed light yards and lowered sail. Examined all apprentices at signals. At 11.00 fueled sail. Put on chipping gear; put awnings and ridge ropes abore. By order of Commanding Officer L. E. Loder, App. 3d cl., and J. C. Schonder, App. 3d cl., were awarded for (6) days solitary confinement on bread and water for attempting to desert. Loder was confined in accordance with the above and Schonder was made a prisoner at large to await the expiration of Loder's confinement. Temperature of magazines 80° 77° forward, 73° 71° aft.

A. R. Clemon
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear. Light air to gentle breeze from S.E. by S. and South. Barring and mudding day. Bag inspection and clothing requisitions. Ship finished swinging to ebb tide about 12.30. Detach from cox's and found them in working order. Aired after magazine.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Gentle to stiff breeze from S.E. by S. S.W. and S.S.W. Clear and cool. Began swinging to flood tide at 7.10 and finished at 7.35. Hoisted steam cutter.

A. R. Clemon
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Moderate to stiff breeze from S.W. by E.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlton, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex.

Third Rate,

Moored abreast of Naval Station, Port Royal, S.C. and making passage to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.					
A. M.																			
1			Obsd	S.E. by S.	S by E.		3			30.22	69	68	63			b.	none	10	
2			"	S.W.	"		3			30.19	69	68	63			"	"	10	
3			Turning to abt.		S.S.W.		4			30.19	69	68	63			"	"	10	
4			Obsd.	N.E. by N.	S.W. by S.		4			30.19	70	68	63			"	"	10	
5			"	S.W.	N.S.W.		4			30.19	70	68	64			"	"	10	
6			"	"	S.W. by N.		3			30.20	69	68	64			"	"	10	
7			"	N.W. by N.	"		3			30.21	69	67	64			"	"	10	
8			"	N.W.	"		4			30.22	69	68	64			"	"	10	
9			"	S.E.	S.W.		4			30.21	73	70	64			"	"	10	
10			Standing out of		"		4			30.19	76	73	65			"	"	10	
11			Port Royal Sound,		S by N.		4			30.19	74	73	65			"	"	10	
Noon.			S.E.		S.W.		4			30.18	74	73	66			b.m.	"	10	

Course and distance made good since preceding noon by observations.

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 3 P. M.	Latitude by D. R. from Departure	32	27	N "
	Longitude by Chronometer from Afternoon observations	80	00	W "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at 4 P.M., ship's head N.E. by E.

10 09' E.

Deviation of the Compass by Azimuth ☉ observed at 4 P.M., ship's head "

3 01' E.

variation used. 0 50' E.

Error of the Compass by Azimuth ☉ observed at , ship's head "

0

variation used. 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head "

0

Water expended during the preceding 24 hours,

450 gallons.

Water during the preceding 24 hours,

1650 "

Water remaining on hand fit for use at Noon,

1650 "

Coal consumed during the preceding 24 hours,

2 tons 960 lbs.

Coal remaining on hand at Noon,

101 " 585 "

P. M.																			
1	2	3	97.6	N.E. by E.	South	4	0	0		30.15	76	75	70			b.	some	10	S
2	5	8	99.7	"	"	4	0	0		30.15	73	72	66			"	"	10	"
3	5	4	5.6	"	"	4	0	0		30.14	72	72	67			"	"	10	"
4	5	7	11.1	"	"	4	0	0		30.14	72	72	67			"	"	10	"
5	6	1	16.8	"	"	4	0	0		30.12	73	71	68			"	"	10	"
6	3	5	22.9	N.W.	"	4	0	0		30.10	74	72	67			"	"	10	"
7	2	5	25.4	N.E. by E. 1/2 E.	South	4	0	0		30.10	73	72	66			"	"	10	"
8	6	8	32.2	"	"	4	0	0		30.11	72	72	66			"	"	10	"
9	6	3	38.5	"	"	4	0	0		30.13	72	71	65			b.b.	"	10	"
10	6	4	44.9	"	"	4	0	0		30.14	72	71	65			"	"	10	"
11	5	0	44.2	"	"	4	0	0		30.14	72	72	66			"	"	10	"
Mid.	4	0	41.2	N.E. by E. 1/2 E.	"	4	2	0		30.14	72	72	66			"	"	10	"
	6	0	36.2	"	"											b.b.	can. used.	8	"
	0	3	55.5	N. by S.	South to North	24	2	0		30.16	72	72	66			"	"		"

under the command of

Commander Louis Kingley
Thursday May 16

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear, with gentle to moderate breeze from S by E. to S. E. N.
Barometer falling. At 30° clock swinging to ebb tide.

From 4 to 8 A.M.

W. B. Whiteley
Lieutenant U. S. N.

Gentle to moderate breeze from N. E. N. and S. E. N. by N. Clear and pleasant.
Riding to ebb tide. Hoisted starboard anchor, took off morning swim and hove in
to 15 fathoms on port chain. Started five judw' below B. C. and D. at 5.00. Made
preparations for sea. Received on board in Pay Dept. 100 lbs. fresh beef, 100 lbs. fresh mutton
and 80 lbs. fresh mutton. Discharged Peter Blackman, by reason of expiration of enlistment
holding U. S. N. No. 9947, a permanent appointment of 2d Lt. class, and an acting appointment
as Chief Dr. Surgeon of ship forward, 12 feet, 3 inches; aft 16 feet 4 inches.

From 8 A.M. to Noon.

R. R. Beach
Lieutenant U. S. N.

Clear. Moderate breeze from N. E. to South. About 8.35 finished swinging to flood. Began making
preparations for sea. At 9° clock hauled to port chain. At 9.25 called all hands up anchor; at 9.32 went ahead slow; at 9.40
full speed. At 9.47 went to quarter and afterwards drilled Division as follows: 1st Division, eight stacks; 2nd
and 3rd Divisions, small arms; and Order Division, pistols. Drilling with fire under below B. C. and D. Steam
pressure 55 lb. Revolutions 43.4. Standing out near S. E. Channel at end of watch. Temperature of magazines 79° 77°
forward, 78° 71° aft.

From Noon to 4 P.M.

H. D. Purcell
Lieutenant U. S. N.

Weather clear and pleasant, with moderate breeze from South. Barometer falling. Standing out
of S. E. Channel till 12.35, when took departure. Barometer distant 100 yards. At noon S. E. by E. and put on port
log registering 97.6. Set fire out in all but hole B, which was kept for distilling; and at 1.30 stopped
drilling, uncoiled propeller and made plain sail to topgallant sails, except mainsail. At 2.00, sighted schooner 3 points on
port bow, standing to the S. E. At 3.55 took in spritsail in order to show square of sun. Distilling ceased until next day
at signal.

From 4 to 8 P.M.

W. B. Whiteley
Lieutenant U. S. N.

Cloudless and pleasant. Moderate breeze from S. E. N. to South. Course S. E. by E., until 5 o'clock, when by order
of Commanding Officer hove to on port tack with main topsail to mast hauled up foremast and at spritsail. At 4.30 sighted
the U. S. S. Amphitrite, standing to the S. E. and N. E. bearing about N. E. At 5° clock exchanged number and hoisted General
Signal 312.7. At 5.30 lowered the Executive Officer going in her and alongside the Amphitrite. At 6.30 filled away
and put ship on course S. E. by E. (by S. E. by E.) At 6.45 carried out taking eight reef in topsails. At 7.00
made plain sail to topgallant sails except mainsail. At 7.30 at main topsail, main and mizzen topsails stowed
Carried apparatus of port watch at signal during first half hour. Inverted Distilling. At 7.15 sighted white
light of Light House (Charleston Light) bearing about S. by E. By order of Commanding Officer released C. B. Clements (U. S. N. 222)
from confinement, his term having expired.

R. D. Finkle
Ensign U. S. N.

From 8 P.M. to Dark.

Clear. Bright starlight. Moderate breeze from South shifting to North at 11.45. At 10.12 changed course to S. E. by E. 1/2 E., g. l. reading
44.2. At 9.30 Charleston Light bore away distant 7.3 miles. At 9.31 sighted Rattlesnake Point Light. At 9.35 took the following bearing Charleston Light 4° 1/2 E.
Examined and found to be correct. Rattlesnake Point S. by E. 1/2 E. At 11° clock sighted Cape Roman. Apparatus at the wheel. Distilling At 11.45 wind
shifted suddenly to North, took in fore and aft sail and brought ship by the wind on port tack, at spritsail
and main topsails stowed. At end of watch under topgallant sails, topsails foremast, jib, spritsail and main
topsails stowed, by the wind on port tack heading S. by E.

N. A. Coleman
Ensign U. S. N.

J. B. McMillen
Lieutenant U. S. N. Vaigalion

LOG of the UNITED STATES

Ship Essex
Making passage from Port Royal, S.C. to Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. air &c.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M. 62	9																
1	4	4	59.9	E S E	N E by N.		5	3	1/2	30.16	71	69	65	b.c.	cum	8	9
2	3	8	63.7	E. by S	N. N. E.		5	3	1/2	30.16	70	68	65	"	"	9	"
3	4	0	67.7	E S E 1/2 E.	"		5	3	1/2	30.16	70	68	66	70	b.	none	10
4	4	0	71.7	E S E	N E. by N.		5	2	1/2	30.16	69	68	65	70	b.b.	"	10
5	2	8	74.5	S E by E 1/2 E.	"		4	3	1	30.18	70	69	67	74	b.e.b.	cum.	8
6	3	8	78.3	"	"		5	3	1	30.19	70	70	68	73	"	"	7
7	4	3	82.6	S E 1/2 E.	N E.		5	3	1	30.20	71	71	68	73	b.c.	"	7
8	4	9	87.5	"	"		5	3	1	30.19	74	72	70	74	"	"	7
9	3	5	91.0	"	"		3	3	1	30.19	75	73	71	75	"	cir.	8
10	1	9	92.9	S. W. by N.	"		3	3	1	30.19	75	74	71	75	"	cir. cum.	8
11			Laying to	N. N. W.	E. N. E.		2	0	—	30.18	76	74	72	75	"	"	8
Noon.			"	"	"		1	0	—	30.18	76	75	72	75	"	"	8

100.3 Distance run by log. *Departure*

Course and distance made good since preceding noon by observations, E 1/4 N.

85 knots. tenths.

Position at Noon:	Latitude by D. R.	32 027' N "
	Longitude by D. R.	79 022' W "
	Latitude by observations of ☉	32 019' N "
	Longitude by chronometer from Forenoon Observations of ☉	78 053' W "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	32 021' N "
	Longitude by <i>Observations</i>	78 054' W "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	32 030' N "
	Longitude by <i>Chronometer from Afternoon Observations</i>	78 041' W "

Current during the time, 2.6 knots tenths per hour, setting to the E S E 1/2 E.

Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head E 1/4 E.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head 2° 34' E. variation used, 0° 25' E.

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1050 "

Water remaining on hand fit for use at Noon, 2300 "

Coal consumed during the preceding 24 hours, 1 tons 1920 lbs.

Coal remaining on hand at Noon, 99 " 905 "

P. M.																	
1				No stowage way	S E by E.	0-1	0	0	30.15	78	76	71	76	b.c.	cir. cum.	7	6
2				"	"	0-1	0	0	30.13	78	76	71	76	"	"	7	9
3	1	0	80.2	N E 1/2 E.	S E E	1	0	0	30.12	78	76	71	76	"	"	8	"
4	1	5	92.9	"	"	1-2	0	0	30.10	78	76	71	76	"	"	8	"
5	2	0	94.0	"	"	2	0	0	30.10	76	75	70	77	"	"	8	"
6	4	0	97.6	"	S by E.	2-3	0	0	30.10	76	75	70	77	"	cum. cum.	5	"
7	5	2	2.6	"	"	3-4	0	0	30.12	76	74	70	77	o.c.	"	0	"
8	6	7	8.6	"	"	5	0	0	30.11	76	74	69	76	b.e.b.	cir. cum.	5	"
9	6	6	15.2	"	S E by S	5	0	0	30.12	76	74	69	74	"	"	8	"
10	6	7	21.9	"	"	5	0	0	30.12	76	74	69	74	"	cir. cum.	8	"
11	6	4	28.3	"	"	5	0	0	30.11	76	74	70	75	"	"	2	"
Mid.	6	3	34.6	"	"	5	0	0	30.10	76	74	69	75	"	"	2	"

Commander Louis Kingsley
Friday, May 17

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Stiff breeze from N.E. by N. and N.N.E. Clear and damp. Moon rose at 1.30. Lightning to N.E. and E.S. last hour. At 12.15 took in staysails and at 12.30 took in topgallant sails. At end of watch by the wind on port tack under plain sail to topsails except mainmast. At 12.15 sighted a steamer on port bow standing to S.E. Appurtenances at the wheel. Distilling with banked fire under boiler B.

From 4 to 8 A. M.

Clear. Moderate to stiff breeze from N.E. by N. and N.E. Lightning to N.E. and E.S. first two hours. Breeze. Course N.E. by E. $\frac{1}{2}$ E. (p.e.). Under same sail as in preceding watch, by the wind. Distilling using boiler B. Appurtenances at the wheel.

From 8 A. M. to Merid.

Weather clear and pleasant. Gentle breeze to light air from N.E. to E.N.E. Barometer steady. At 9 o'clock went ship to examine leak near starboard main chains. At 9.30 mustered crew at quarters and exercised at General Quarters, casting lots in 3 minutes, 30 seconds. At 10 o'clock fished sail and lashed the ship to under spunkies alive. Distilling with boiler B. At 11 o'clock sounding in 70 fathoms, no bottom. Temperature of magazines 74° 76° forward, 74° 73° aft.

From Merid. to 4 P. M.

Clear and pleasant. Calm and light air to breeze from S.E. by E. to S.E.E. At 12.30 set jib and main topsail. At 1.45 made plain sail to ropes, except mainmast and took in spunkies and main topsail. Got on course N.E. $\frac{1}{2}$ E. (p.e.) at 2 o'clock. No stowaway, must 2 o'clock. Distilling. Smooth sea.

From 4 to 8 P. M.

Partly cloudy, but pleasant. Light air from S.E. to stiff breeze from S. by E. At 6.25 fished rigging, took single reef in topsails and then made sail to topgallant sails. At 4.15 set topmast staysails and main topsail. At end of watch under plain sail to topgallant sails (except mainmast and spunkies) with main topsail and all topmast staysails, on course N.E. $\frac{1}{2}$ E. Appurtenances at the wheel. Distilling.

From 8 P. M. to Midnight.

Stiff breeze from S.E. by S. Fair first half, cloudy last two hours, with lightning to N.W. On same course and under same sail as in preceding watch. Stopped distilling at 8.50. Appurtenances at the wheel.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Port Royal, S. C. to Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Current, by symbols.	Force of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surface of Water at Surface of Glass.				
A. M.	4.6	4.1																
1	6	8	41.4	N 6 1/2 E.	S. by E.		5	3	0	30.08	75	74	68	74	b. c. l.	cum. mist	2	M.
2	6	7	48.1	"	"		5	3	0	30.06	75	74	68	75	"	"	4	"
3	7	1	55.2	"	South		5	3	0	30.06	76	75	69	76	"	"	4	"
4	7	0	62.2	"	S. by W.		5	2	0	30.06	76	75	70	76	b. c. l.	"	2	"
5	3	4	66.6	S. E.	N. W.		4	7	0	30.10	70	69	66	76	b. c. l. t.	"	0	"
6	0	5	Shudd in.	S. E. E.	North		2	0	0	30.10	68	68	65	76	b. c. l. t.	"	2	"
7	0	2	"	S. E.	"		2	0	0	30.12	69	69	66	76	b. c. l.	"	3	"
8	0	5	"	East	N. by W.		2	0	0	30.13	70	69	67	76	b. c.	"	4	"
9	1	0	"	E. by S.	N. by E.		2	0	0	30.15	70	69	66	76	"	cir. strat.	3	M.
10	1	0	"	"	"		2	0	0	30.18	70	70	67	76	"	"	3	"
11	1	7	"	East	"		2-3	0	1	30.18	70	71	68	76	"	cir. cum.	2	"
Noon.	2	5	"	E 1/2 N.	"		3-5	0	1 1/2	30.18	70	70	66	76	o. o.	cum. mist	0	"

56.3 Distance run by Log.

Course and distance made good since preceding noon by observations, N. 6. by E. 78 knots. tenths.

Position at Noon:	Latitude by D. R.	32° 05' 59" N.
	Longitude by D. R.	77° 03' 31" W.
	Latitude by observations of ☉	33° 03' 03" N.
	Longitude by chronometer from Forenoon Observations of ☉	77° 02' 26" W.
Position at 8 A. M.	Latitude by D. R. from Noon	33° 04' 04" N.
	Longitude by Observations ☉	77° 04' 31" W.
Position at 8 P. M.	Latitude by D. R. from Noon	32° 05' 53" N.
	Longitude by Observations ☉	77° 02' 28" W.

Current during the time, 6 knots tenths per hour, setting to the N. 1/4 W.

Error of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 variation used, 0

Error of the Compass by Azimuth ☉ observed at , ship's head 0

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 variation used, 0

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons 320 lbs.

Coal remaining on hand at Noon, 98 " 585 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Surface of Water at Surface of Glass.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Current, by symbols.	Force of Current, by symbols.	State of the Sea.
1	3	0	68.5	E 1/4 S.	N. N. E.		5	0	1	30.19	70	70	66	76	b. c.	cum.	1	M.
2	2	0	70.5	E. S. E.	"		5	0	1	30.19	70	70	66	76	"	"	1	"
3	2	3	72.8	"	N. E. by N.		5	0	1	30.18	70	70	66	76	o. c.	"	0	"
4	1	8	74.6	E. S. E. 1/2 E.	"		4-5	0	1	30.18	70	70	66	76	"	"	0	"
5	1	6	76.2	E. S. E.	"		4	2	1 1/2	30.17	71	70	67	76	b. c.	cum. mist	1	"
6	2	0	78.2	S. E. by E. 1/4 E.	N. E.		4	2	1 1/2	30.17	71	70	67	76	"	"	1	"
7	2	1	80.3	S. E. 1/2 E.	N. E. by E.		3	2	1 1/2	30.18	72	71	68	76	o. c.	"	0	"
8	2	2	82.5	S. E. 3/4 E.	"		3	2	1 1/2	30.18	72	71	68	76	b. c.	"	4	"
9	2	8	83.7	S. E. by E. 1/2 E.	N. E. by N.		3	2	1	30.16	72	70	68	76	b. c. l. g.	"	7	S.
10	2	7	85.9	"	"		4-5	2	1	30.18	72	70	68	76	"	"	4	"
11	2	6	86.9	"	"		4-5	2	1	30.18	72	70	69	76	"	"	1	"
Mid.	2	0	Shudd in.	"	"		2-4	0	1	30.16	72	70	69	76	b. c. l. g.	"	4	"

under the command of

Commander Louis Kingsley
Saturday, May 18

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Cloudy to fair. Lightning. Thunder last hour. Stiff breeze from S. by E. to S. S. W. At 2.55 hauled down main topmast staysail. At 3.10 took in mizzen topmast staysail and main topsail. Storm now clouded about 1.40. Banksed fire under boiler B. At end of watch under jib for topmast staysail and all square sail except mainmast and royal. Apprentices at the wheel. Course N E 1/2 E p.c.

H. Purcell

Lieutenant U. S. N.

From 4 to 8 A.M.

Weather cloudy with heavy rain squalls first hour of watch. Clearing rest of watch. Stiff breeze from S. S. W. shifting to N. W. and North. Barometer rising. At 4.10 took in topgallant sails and clued down topmasts to heavy rain squall and shift of wind. Rauled ship off to S. E. The fore topsail split about 6 feet along one of the seams, took in starboard clew for repairs. At 7.40 the topsail being repaired, made sail to topgallant sails and came by the wind on the port tack. Moderate sea from N. W. Boats hauled under boiler B.

W. B. Whitley

Lieutenant U. S. N.

From 8 A.M. to Noon.

Cloudy to overcast. Light to stiff breeze from S. by E. By the wind on port tack, under plain sail to topgallant sails, except mainmast. Cooks Tinkler and Okeley near. Commenced distilling at 9.15. Temperature of magazine 79° 76° forward, 74° 73° aft.

P. H. Rodale

Ensign U. S. N.

From Noon to 4 P.M.

Cloudy weather. Stiff to moderate breeze from N. N. E. to N. E. by N. At 1.15 took two reefs in topsails and furled topgallant sails. Tumbled out clothing and small stores. Distilling with banked fire under boiler B. Apprentices at the wheel. Course N E 1/2 E. At end of watch heading E. S. E. by the wind on port tack. At 2.50 clock set main topsail.

N. A. Coleman.

Ensign U. S. N.

From 4 to 8 P.M.

Moderate to gentle breeze from N. E. by N. to N. E. by E. Cloudy, partly clearing last hour. By the wind on port tack under same sail as in preceding watch. Stopped distilling at 5.00 and allowed fire to die out under boiler B. Apprentices at the wheel.

R. R. O'Connell

Lieutenant U. S. N.

From 8 P.M. to Midnight

Cloudy to fair. Lightning to N. W. and E. W. Squally. Passing showers last hour followed by sudden shift of wind to East. Light to stiff breeze from N. E. by N. At 8.15 took in main topsail. At 11.50 hauled up foresail. At 11.55 began wearing ship to N. W. and N. W. by E. Course N E 1/4 E p.c. At 11 o'clock hauled in petrel log 86.9 knots. Apprentices at wheel.

H. Purcell

Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,
 Making passage from Port Royal, S.C. to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Current, by symbols.	Direction of Current, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M. 27	1	6	Heads in	N. N. E.	N. E. by E.		4	1	1	30.16	74	72	69	75	o. c. l.	none	0	3
	2	0	"	"	"		4	1	1	30.16	74	72	69	75	"	"	0	"
	3	2	0	"	N. E. by N.	N. E.	3-5	1	1	30.16	74	72	69	75	o. a. g. l. n.	"	0	"
	4	2	4	"	N. E. by N.	N. E. by N.	2-4	1	1	30.15	74	72	69	75	"	"	0	"
	5	2	0	"	N. E. by N. 1/2 E.	"	3-4	2	1 1/2	30.15	72	70	68	76	"	"	0	"
	6	3	0	"	"	"	3-5	2	1 1/2	30.17	71	70	68	76	large.	"	2	"
	7	3	5	"	"	"	3-5	2	1 1/2	30.18	71	69	67	76	"	"	2	0
	8	3	0	"	N. E. by N.	"	3-5	2	1 1/2	30.21	70	69	67	76	"	"	1	"
	9	1	5	"	E. S. E.	"	3-5	2	1	30.23	70	69	67	75	"	cumulus	2	"
	10	3	0	"	E. S. E.	N. N. E.	4-5	2	1	30.23	71	70	67	75	"	"	3	"
	11	2	8	"	E. S. by E. 1/2 E.	N. E.	4	2	1 1/2	30.23	71	72	68	76	b. c.	cirrus.	5	"
Noon.	3	0	"	"	"	"	4	2	1 1/2	30.22	72	73	69	76	"	"	8	"

7. 9 Distance run by Log.

Course and distance made good since preceding noon by observations, *E. S. E. 1/2 E.* 30 knots tenths.

Position at Noon:	Latitude by D. R.	32° 47' N.
	Longitude by D. R.	77° 25' W.
	Latitude by observations of ☉	32° 36' N.
	Longitude by chronometer from Forenoon Observations of ☉	77° 50' W.
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	32° 43' N.
	Longitude by <i>Observation</i>	77° 58' W.
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	32° 29' N.
	Longitude by <i>Chronometer from Afternoon observation</i>	77° 48' W.

Current during the time, *2-3* knots tenths per hour, setting to the *E. S. E. 1/2 E.*

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400	gallons.
Water distilled during the preceding 24 hours,	400	"
Water remaining on hand fit for use at Noon,	2600	"
Coal consumed during the preceding 24 hours,	480	lbs.
Coal remaining on hand at Noon,	98	" 105 "

P. M.																				
1	2	4	heads in	E. S. E. 1/2 E.	N. E. by N.	4	2	1 1/2	30.21	72	72	68	76	b.	none	10	3			
2	2	4	"	E. by S.	N. N. E.	4	2	1 1/2	30.20	72	70	65	76	"	"	10	"			
3	2	2	"	"	"	3	2	1 1/2	30.20	71	70	65	76	"	"	10	"			
4	2	0	"	E. S. E. 1/2 E.	N. E. by N.	3	2	1 1/2	30.20	71	70	64	76	"	"	10	"			
5	2	0	"	E. S. E. 1/4 E.	N. N. E.	3	2	1	30.20	71	69	64	76	"	"	10	"			
6	2	0	"	E. by S.	"	3	1	3/4	30.20	71	69	64	75	"	"	10	"			
7	1	0	"	"	"	2	1	3/4	30.20	71	69	64	75	"	"	10	"			
8	0	0	"	Ship's head to the S. by S.	Calan.	0	0	0	30.20	71	69	64	75	"	"	10	"			
9	0	0	"	S. E.	"	0	0	0	30.22	72	69	65	75	"	"	10	"			
10	0	0	"	South	"	0	0	0	30.23	73	69	65	75	"	"	10	"			
11	0	0	"	N. N. E.	"	0	0	0	30.23	73	69	65	75	"	"	10	"			
Mid.	0	0	"	Ship's head	"	0	0	0	30.23	73	69	65	75	"	"	10	"			

under the command of

Commander Louis Kingsley
Sunday, May 19

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and cloudy with rain last two hours of watch. Light to stiff breeze in squalls from N.E. by E. to N.E. by N. At 12 o'clock wore ship and at 12.30 took in jib to ease a lee helm. Ship by the wind on starboard tack.

W. S. Whittier
Lieutenant U. S. N.

From 4 to 8 A.M.

Generally overcast and cloudy. Rain first hour. Gentle to stiff breeze in squalls during first part of watch. Moderate sea. No change in sail.

R. D.isdale
Ensign U. S. N.

From 8 A.M. to Noon

Cloudy at first, clearing towards latter part. Stiff to moderate breeze from N. N.E. to N.E. At 8.30 wore ship and came by the wind on port tack heading S. E. At 9.30 anchored to Quarters for Divisional inspection, after which Commanding Officer inspected ship and crew at quarters. At 10.30 Commanding Officer read Divine Service. At end of watch under for topmast staysail, foresail, spanker and double reefed topsails, by the wind on port tack heading S.E. Appointments at wheel. Temperature of magazines 79° 76° forward, 76° 76° aft.

H. J. Colens x
Ensign U. S. N.

From Noon to 4 P.M.

Moderate to gentle breeze from N. N.E. and N.E. by N. Clear and pleasant. Smooth sea. By the wind on port tack under for topmast staysail, spanker, foresail and double reefed topsails. Appointments at the wheel.

G. R. Beach
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Light to gentle breeze from N. N.E. At 4.45 shook reefs out of topsails and made plain sail to topgallant sails except mainsail. At 4.55 set main and mizzen topmast staysails and main tupsail. At 6.05 lowered smoke stack and set single reefed mainsail and took in main tupsail. At 7.45 hauled down main and mizzen topmast staysails. By the wind under all plain sail to topgallant sails with single reef in mainsail. Course N.E. 1/2 N. p.c. Appointments at the wheel.

H. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight

Weather clear. Bright starlight. Calm. Barometer steady. At 8.15 took in mainsail, spanker and topgallant sails, and counter braced the yards, the head yards being up by starboard brace. No stowaway.

W. S. Whittier
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making passage from Port Royal, S.C. to Yorktown, Va.

Hour.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	4	0																
1	0	0	Healed in	E. by S.	Calw.	0	0	0	0	30.24	73	69	65	75	b.	none	10	S.
2	0	0	"	E. alt	"	0	0	0	0	30.23	72	69	65	75	"	"	10	"
3	0	3	"	N. E. by N.	E. N. E.	0-1	0	0	0	30.23	72	69	65	75	"	"	10	"
4	2	5	"	N. E.	N. E.	2	0	0	0	30.23	72	70	65	75	"	"	10	"
5	2	0	"	N. E.	N. N. E. by N.	1-2	0	0	0	30.24	72	70	66	75	b.c.	circum.	9	"
6	1	5	"	E. alt	N. E. by E.	1-2	0	0	0	30.26	72	70	66	75	"	"	8	"
7	2	4	"	E. S. E.	N. E. by N.	2	1	1	1	30.26	74	71	67	75	"	"	7	"
8	2	0	"	S. E.	N. E. by E.	2	1	1	1	30.28	75	72	67	78	"	"	7	"
9	1	5	"	E. S. E.	N. E. by N.	2	1	1	1	30.30	76	73	68	78	b.	none	10	"
10	0	5	"	S. E.	N. E. by E.	1	0	2	2	30.29	76	75	70	77	"	"	10	"
11	0	5	"	"	"	1	0	2	2	30.29	76	75	70	77	"	"	10	"
Noon.	0	5	"	"	"	1	0	2	2	30.29	76	75	71	77	"	"	10	"

27. Distance run by log.

Course and distance made good since preceding noon by observations, S. E. by E. $\frac{1}{2}$ E. 19 knots. tenths.

Position at Noon:	Latitude by D. R.	32° 27' N. "
	Longitude by D. R.	77° 22' W. "
	Latitude by observations of ☉	32° 28' N. "
	Longitude by chronometer from Forenoon Observations of ☉	77° 29' W. "
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	32° 36' N. "
	Longitude by <i>Observations</i>	77° 32' W. "
Position at 8 P. M.	Latitude by <i>D. R. from Noon</i>	32° 23' N. "
	Longitude by <i>Chronometer from Afternoon observations</i>	77° 02' W. "

Current during the time, 1 knots tenths per hour, setting to the North.

Variation Error of the Compass by Azimuth ☉ observed at 8 A. M., ship's head S. E. by E. $\frac{1}{2}$ E. 1° 50' W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head " 2° 00' E. variation used, 1° 10' W.

Error of the Compass by Azimuth ☉ observed at " ship's head " " "

Deviation of the Compass by Azimuth ☉ observed at " ship's head " " " variation used, " "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2150 "

Coal consumed during the preceding 24 hours, tons 640 lbs.

Coal remaining on hand at Noon, 97 " 1705 "

P. M.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fols.	State of the Sea.
1	1	0	<i>Healed in</i>	S. E.	N. E. by E.	2	0	1	30.27	77	77	70	78	b.	none	10	S.
2	1	4	"	"	"	2	0	1/2	30.26	77	77	70	80	b.c.	circum.	9	"
3	2	2	"	S. E. $\frac{1}{2}$ E.	N. E.	3	0	1/2	30.25	77	76	69	81	"	"	6	"
4	2	1	"	S. E. by E. $\frac{1}{2}$ E.	N. N. E.	3	0	1/2	30.24	77	75	69	81	"	"	8	"
5	1	5	"	S. E. by E.	"	3	0	1/2	30.22	77	76	69	81	"	"	8	"
6	0	8	"	N. N. E.	N. E.	3	0	6	30.22	76	75	67	81	"	circ. stal.	7	"
7	0	8	"	N. N. E.	"	3-4	0	6	30.22	76	74	66	81	"	"	7	"
8	0	5	"	North	N. E. by E.	3-4	0	8	30.24	75	74	67	81	"	"	8	"
9	0	4	"	"	E. N. E.	2-3	0	4	30.25	76	74	69	79	"	circ. stal.	7	"
10	0	4	"	"	"	2-3	0	4	30.26	76	74	69	79	"	"	7	"
11	0	4	"	N. by E.	E. by N.	2-3	0	4	30.26	76	74	69	79	"	"	7	"
Mid.	0	7	"	N. N. E. $\frac{1}{2}$ E.	"	3	0	3 1/2	30.26	76	74	69	79	"	"	7	"

under the command of

Commander Louis Kingsley
Monday, May 26

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Calm and light air to breeze from N.E. by N. At 3:15 clock made all sail except spanker and main topsail and brought by the wind on port tack. Moon rose at 2.25. Smooth sea.

R. S. Tisdale
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light air to light breeze from N.E. by N. to N.E. by E. Barometer rising. At 7.30 took single reef in mainsail to pleural chafe. At end of watch under all sail except spanker, main topsail and single reef in mainsail, by the wind, on port tack heading E. Course N.E. 1/2 N. Apprentices at the wheel.

J. D. Colman
Lieutenant U.S.N.

From 8 A.M. to Noon.

Light breeze to light air from N.E. by N. and N.E. by E. Clear and warm. Smooth sea. At 9.30, enlisted crew at quarters. Afterwards called all hands and exercised at shortening and making sail. Shortened sail in 1 minute, 5 seconds; made sail to royal on the fore in 1 minute, 20 seconds. Bore off new main topsail halliards. At end of watch by the wind on port tack under all staysails and plain sail to royal except mainsail. Overhauled port bow chain. A steamer in sight to the E., standing to the N.W. By order of Commanding Officer released from confinement D. L. Ford App. 3rd, his term having expired, and by same authority placed J. E. Schroeder App. 3rd, in solitary confinement on bread and water for five (5) days, for attempting to desert. Apprentices at the wheel. Temperature of magazine 81° 79° forward, 79° 78° aft.

Geo. R. Pearson
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear. Light to gentle breeze from N.E. by E. to N.W. by E. At 1.30 set single reefed mainsail. At 3.45 set spanker. Roused up starboard bow chain and overhauled it and instructed starboard watch of apprentices in regard to it. Put blow and restored both bow chains. Course N.E. 1/2 N. By the wind. Apprentices at the wheel. Gunner's gang overhauled one powder gun. Gunner's gang overhauled one powder gun.

J. H. Russell
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant; with gentle to moderate breeze from N.W. by E. to N.E. by E. Barometer rising. At 4.00 sighted a bark 1/2 ft. on port bow standing to N.W. At 4.45 called all hands, iron ship and then took in all square sail and main topsail staysail. Hired on color to bark, but they made no answer. At 4.45 took in flying jib and set main topsail. At 7.10 took in jib and fore topsail staysail. Laying to at end of watch, with fore and aft after sail.

W. B. Huxley
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Fair and pleasant. Light to gentle Easterly breeze. Iron to, under main topsail mizzen topsail staysail and spanker on starboard tack. At 11.30 under set fore sail, jib and main topsail staysail, and by the wind on same tack. Smooth sea.

Examined and found to be correct.

R. S. Tisdale
Lieutenant U.S.N.

J. B. Milton,
Lieutenant U.S.N., Navigator.

Making passage from Port Royal, S.C. to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	12	2																	
1	1	0	Standard	N E 3/4 N.	S E by E.		2	0	1/2	30.24	75	73	69	79	b.c.	circum.	6	S	
2	2	0	86.3	"	"		2	0	1	30.22	75	73	68	79	"	"	7	"	
3	1	8	86.6	"	"		1-2	0	1	30.22	75	73	68	79	"	"	9	"	
4	1	0	Standard	"	"		1-2	0	1	30.22	75	73	68	79	"	"	8	"	
5	1	0	"	"	"		1	0	1	30.22	75	73	67	79	"	"	7	"	
6	1	5	"	"	"		2	0	1	30.22	76	75	69	79	"	"	7	"	
7	2	0	"	N by E 1/2 E.	East.		2	0	1	30.22	76	77	70	79	"	"	7	"	
8	3	5	"	N by E 1/4 E.	"		3	0	1	30.22	76	76	70	80	"	"	7	"	
9	3	5	86.7	N. N. E.	E. by S.		3	0	1/4	30.22	77	76	70	81	"	"	6	"	
10	3	6	90.3	N. N. E. 1/2 E.	E. S. E.		3	0	1/4	30.22	77	76	70	80	"	"	7	"	
11	3	9	94.2	"	"		3	0	1/4	30.22	78	76	70	80	"	"	7	"	
Noon.	3	8	98.0	N E 3/4 N.	S E by E.		3	0	1/4	30.20	78	76	70	80	"	"	6	"	

46.8 Distance run by Log

Course and distance made good since preceding noon by observations, N E 1/4 N.

99 knots. tenths.

Position at Noon: Latitude by D. R. 32° 51' N. " Longitude by D. R. 77° 11' W. " Latitude by observations of ☉ 33° 40' N. " Longitude by chronometer from Forenoon Observations of ☉ 76° 08' W. "

Position at 8 A. M. Latitude by D. R. from Noon 33° 19' N. " Longitude by observation ☉ 76° 24' W. "

Position at 8 P. M. Latitude by D. R. from Noon 34° 07' N. " Longitude by Chronometer from Afternoon observations 75° 57' W. "

Current during the time, 71 knots tenths per hour, setting to the N E 1/4 N.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. N. E.

2° 14' W.

Deviation of the Compass by Azimuth ☉ observed at 8 P. M., ship's head "

2° 34' E.

variation used, 1° 55' W.

Error of the Compass by Azimuth ☉ observed at , ship's head

0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0 " "

variation used, 0 "

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

" "

Water remaining on hand fit for use at Noon,

1750 "

Coal consumed during the preceding 24 hours,

tons 480 lbs.

Coal remaining on hand at Noon,

97 " 1225 "

P. M.	1	6	99.6	N E 3/4 N.	E. S. E.	3	0	4	30.18	77	76	70	79	b.c.	circum.	7	S
1	2	1	1.7	N. N. E. 1/4 E.	S E by E.	3	0	0	30.16	78	77	70	80	"	"	7	"
2	4	0	8.7	"	"	3	0	0	30.15	78	77	70	80	"	"	7	"
3	3	5	9.2	"	"	3	0	0	30.14	77	76	70	80	"	"	7	"
4	3	8	13.0	"	"	3	0	0	30.12	77	76	70	80	"	"	4	"
5	3	6	16.6	"	S E by S.	3	2	0	30.11	76	75	69	80	"	circum.	4	"
6	2	9	19.8	N. N. E. 3/4 E.	"	3	2	0	30.11	76	75	69	80	"	"	5	"
7	3	7	23.5	"	"	3	2	0	30.11	76	74	69	78	"	"	7	"
8	3	3	26.8	"	"	3	2	0	30.12	76	74	69	78	"	"	7	"
9	3	3	30.1	"	S. S. E.	3	2	0	30.13	75	74	69	77	"	"	8	"
10	3	3	33.4	"	"	3	2	0	30.13	75	74	69	76	"	"	7	"
11	2	5	35.8	N. E.	S. S. E.	2.4	2	0	30.13	75	74	69	76	"	"	7	"
Mid.	4	0	38.8	"	N. N. E.	2.4	2	0	30.13	76	73	68	76	"	"	4	"

under the command of

Commander Louis Kingsley
Tuesday, May 21

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and pleasant. Light breeze from S.E. by E. Moon rose at 30° clock. At 12.30 set mainsail, topgallant sails and took in main' tye sail and brought ship on course N.E. $\frac{3}{4}$ E. At end of watch under plain sail to topgallant sails except single reef in mainsail, with main and mizzen topmast staysails, on course N.E. $\frac{3}{4}$ E. Apprentices at wheel.

N. R. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Light breeze from S.E. by E. to East. Fair and warm. Smooth sea. Set fore topmast staysail at 6.00 and the royals at 7.30. At end of watch by the wind on starboard tack under all sail except main tye sail and a single reef in the mainsail. Apprentices at the wheel.

Geo. R. Beatty
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Gentle breeze from E. by S. to S.E. by E. At 9.30 mustered at quarters. Exercised apprentices as follows: 1st and Powder Divisions, Rifles; 2nd Division, Small Arms; 3rd Division, Light Ticks. 2nd paid starboard watch of apprentices were instructed in seamanship. Several sails in sight during the watch. Made International Signals S. I. S., L. S. J. S. and R. S. J. to a small two masted steamer with red funnel heading N.E. $\frac{1}{2}$ S. p.e. By order of Commanding Officer confined in dock in use for three days. On bridge, App 3 E. for using profane and obscene language. Under same sail as in preceding watch On course N.E. $\frac{3}{4}$ E. last hour. Apprentices at the wheel. Temperature of magazines 80° forewell, 76° 73° aft.

H. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather clear and pleasant; with gentle breeze from E. S.E. to S.E. by E. Barometer falling. At 12.30 changed course to N.N.E. $\frac{1}{4}$ E. Exercised apprentices of each watch at signals. An American Steamer passed standing to the North. Ship under sail alone, steering a course.

W. B. Whitcher
Ensign U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Gentle S.E. breeze. On course N.N.E. $\frac{1}{4}$ E. until 5.45 when by order of Commanding Officer changed to N.N.E. $\frac{3}{4}$ E. At 5.20 took in flying jib, fore topmast staysail spraker and weather clew of mainsail. At 7.30 took in royals. Exercised apprentices of both watches at gymnastics. At 5.30 sighted a bark hawing about North, standing to N.W. Smooth sea.

R. D. Trindle
Ensign U. S. N.

From 8 P.M. to Midnight.

Partly cloudy. Light to moderate breeze from S. S.E. to West. At 10 o'clock took in staysails and lee clew of mainsail. At 10.20 changed course to N.E. patent log reading 34.3. At end of watch, under jib and square sail to topgallant sails on course N.E. Apprentices at wheel.

N. R. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlroy, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Making passage from Port Royal, S.C. to Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.					Water at Surface.
A. M.	43	3																
1	3	4	42.2	N. E.	Sheet		4	1	1	30.12	76	74	69	76	b.c.g.	numb.	6	C.
2	4	2	46.4	E. N. E.	S. by E.		5	1	1	30.13	72	72	68	75	"	"	4	"
3	5	8	52.2	"	"		6	1	1	30.13	70	70	67	74	o.c.g.	"	0	"
4	3	6	56.8	E. N. E. 1/2 E.	"		7	1	1	30.13	70	70	68	75	"	"	0	"
5	4	0	59.4	East.	S. by E.		5-6	3	1	30.15	68	67	65	76	b.c.g.	commens.	1	M.
6	3	8	62.7	"	"		5-6	3	1	30.15	69	68	66	79	"	"	2	"
7	3	9	65.8	E 1/2 S.	"		5-6	3	1	30.16	70	69	67	79	"	"	1	R.
8	3	9	68.9	"	"		5-6	3	1	30.17	70	69	67	80	"	"	1	"
9	4	2	73.1	"	"		5-7	4	1	30.18	70	70	68	79	b.c.g.p.	"	2	"
10	0	3	74.4	Oh. N. Oh.	North		6-7	4	8	30.21	68	67	65	79	"	"	3	"
11	0	3	74.8	"	"		6-7	4	8	30.23	67	66	64	79	o.c.	"	0	"
Noon.	0	3	"	"	S. by E.		6-7	2	8	30.22	67	66	64	79	"	"	0	"

82.3 Distance run by Log.

Course and distance made good since preceding noon by observations, N. E. 1/2 E. 92 knots. tenths.

Position at Noon:	Latitude by D. R.	34° 0' 18" N.
	Longitude by D. R.	75° 00' 0" W.
	Latitude by observations of ☉	34° 0' 41" N.
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	74° 0' 45" W.
	Latitude by D. R. from Noon	34° 0' 40" N.
	Longitude by observations of ☉	74° 0' 51" W.
Position at 8 P. M.	Latitude by D. R. from Noon	34° 0' 39" N.
	Longitude by D. R. from Noon	74° 0' 46" W.
	Longitude by observations of ☉	74° 0' 46" W.

Current during the time, 26 knots tenths per hour, setting to the N. N. E. 1/2 E.

Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Error of the Compass by Azimuth ☉ observed at	ship's head	0
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0
Water expended during the preceding 24 hours,	400 gallons.	
Water during the preceding 24 hours,	"	
Water remaining on hand fit for use at Noon,	1350	"
Coal consumed during the preceding 24 hours,	tons 640 lbs.	
Coal remaining on hand at Noon,	97 " 585	"

P. M.								Roll										
1	0	3	Handed in	Oh. N. Oh.	N. N. E.	7-4	30	8	30.24	66	65	64	79	o.c.	commensal	0	R	
2	0	3	"	"	"	4-8	40	8	30.24	66	65	63	79	"	"	0	"	
3	0	3	"	"	"	4-7	30	8	30.24	67	65	63	79	"	"	0	"	
4	0	3	"	"	"	4-7	30	8	30.26	67	65	63	80	"	"	0	"	
5	0	3	"	Oh. by N.	N. by E.	6-8	30	8	30.28	64	64	62	79	"	"	0	N	
6	0	3	"	"	"	8	30	8	30.29	64	64	62	79	"	"	0	"	
7	0	3	"	"	"	8	28	8	30.32	64	64	62	79	"	"	0	"	
8	0	3	"	"	"	8	30	8	30.32	64	63	61	79	"	"	0	"	
9	0	8	"	"	"	7	29	22	8	30.36	62	61	59	79	b.c.g.	8	M.B.	
10	0	5	"	"	"	7	29	22	8	30.38	61	60	58	78	ky.	none	10	"
11	0	5	"	"	"	7	29	22	8	30.39	61	60	58	78	"	"	10	"
Mid.	0	5	"	"	"	7	29	22	8	30.40	60	59	57	78	"	"	10	"

under the command of

Commander Louis Kingsley
Wednesday, May 22

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Moderate to very fresh breeze blowing in squalls and morning from West to N. by E. Overcast and threatening last two hours. Choppy sea. Between 3.00 and 3.30 took two single reefs in the topsails, hauled down jib and set for topmast staysail. At end of watch by the wind on jib tack, under for topmast staysail, foresail and double reefed topsails. Apprentices at the wheel.

Geo. R. Becker
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Stiff breeze from N. by E. blowing fresh in squalls. By the wind under same sail as in preceding watch. The schooner standing to N.W. and S.W. in night during the watch and a steamer in sight last half hour, standing to S.W. and N.W. Apprentices at the wheel. Moderate sea increasing to rough sea from North. Patches of sea wind in sight.

J. H. Farrell
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather cloudy, with passing rain squalls during first half of watch. Stiff breeze to moderate gale from N. by E. to North. Barometer rising. At 9.15 called all hands, went ship, then took in all sail, except main topsail. Got up and hove the storm sails. At storm mizzen and at 11.30 set mizzen storm staysail and took in main topsail. Dried out on starboard bow. Ship rolling heavily at times to rough sea from North. Temperature of magazines 79°-76° forward, 75°-73° aft.

W. R. Wintersley
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast and cloudy. Moderate breeze to gale in squalls from N.N.E. At 1.30 put on a derrick composed of lower standing sail boom for topmast staysail with 550 lb. hodge anchor riding by a 5 inch hawser. Put out oil bag in weather gangway. Rough sea ship rolling a good deal at times as much as 35°. Battened down after hatches in order to keep washroom and storage deck dry from water taken in spar deck through scuppers when riding.

R. D. Thosdale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast, clearing during last hour. Fresh breeze to moderate gale from N. by E. Barometer rising. Took in sea anchor. At end of watch lying to, under storm mizzen and mizzen storm staysail on starboard tack heading N. by E. At 5.00 clock started fire under boiler B.

K. D. Coleman
Ensign U.S.N.

From 8 P.M. to Mid.

Very fresh breeze blowing in squalls from N. by E. Clear after first hour, with bright starlight. Heavy irregular sea, lying to on starboard tack under same sail as in preceding watch, heading from West to N.N.W. Fire batted under boiler B.

Geo. R. Becker
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McAllen, Navigator.
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex.
(Making passage from Port Royal, S.C. to Yorktown, Va.)

Third Rate,

				WIND.				BAROMETER.		TEMPERATURE.								
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Wind in Miles.	State of the Sea.	
A. M.	4	7																
1	0	5	Washed in	N. N. E.	N. N. E.	7	2	8	30.40	61	59	54	77	b.c.	cir.cum.	8	R.	
2	0	5	"	"	"	6	2	8	30.39	61	59	54	77	"	"	8	"	
3	0	5	"	N. by N.	N. E. by N.	5-6	2	8	30.38	61	59	54	77	"	"	8	"	
4	0	5	"	"	"	4-5	2	8	30.39	62	60	55	77	"	"	9	M.	
5	0	5	"	"	"	4-5	2	8	30.41	62	60	55	77	"	"	9	"	
6	0	5	"	"	"	4-5	2	8	30.44	62	60	55	76	"	"	9	"	
7	0	5	"	"	"	4	2	8	30.45	62	61	57	76	"	"	9	"	
8	0	5	"	"	"	4	2	8	30.47	62	62	56	76	"	"	9	"	
9	2	0	75.0	N. by N.	N. N. E.	4	2	1	30.48	62	62	57	77	b.m.	cum.	10	"	
10	4	9	79.9	N. E. by N. 1/2 N.	"	4	2	1	30.48	63	62	57	77	"	"	10	S.	
11	2	5	82.0	S. by S.	"	4	2	1	30.48	63	62	58	76	"	"	10	"	
Noon.	4	6	89.6	S. E. by E. 1/2 E.	N. E. by N.	4	2	1	30.46	64	65	62	76	b.c.m.	cum.	9	"	

15 3 Distance run by log

Course and distance made good since preceding noon by observations, N. N. E.

30 knots. tenths.

Position at Noon:	Latitude by D. R.	34 0 31 N.
	Longitude by D. R.	74 0 52 W.
	Latitude by observations of ☉	34 0 53 N.
Position at 8 A. M.	Longitude by chronometer from Forenoon Observations of ☉	75 0 21 W.
	Latitude by D. R. from Noon	34 0 55 N.
	Longitude by observation	75 0 17 W.
Position at 8 P. M.	Latitude by D. R. from Noon	34 0 51 N.
	Longitude by chronometer from Afternoon observation	75 0 19 W.

Current during the time, 32 knots tenths per hour, setting to the N. N. E. 1/4 N.

Variation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head N. E. by N.

2 0 43 W.

Deviation of the Compass by Azimuth ☉ observed at 8 A. M., ship's head

3 0 00 W. variation used, 3 0 40 W.

Error of the Compass by Azimuth ☉ observed at , ship's head

0 0 00

Deviation of the Compass by Azimuth ☉ observed at , ship's head

0 0 00 variation used, 0 0 00

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

200 "

Water remaining on hand fit for use at Noon,

1150 "

Coal consumed during the preceding 24 hours,

tons 1680 lbs.

Coal remaining on hand at Noon,

96 1145 "

P. M.																	
1	3	8	93.4	S.E. by E.	N.E. by N.	4	3	1	30.46	66	66	62	76	b.c.m.	cir. cum.	8	S
2	3	8	97.2	S.E. by E. 1/2 E.	"	3-4	3	1	30.46	67	67	63	75	"	"	7	"
3	3	0	99.1	S. by E.	East	4	3	1	30.45	67	67	63	75	"	"	8	"
4	3	8	2.9	North	E. by N.	4	2	1	30.44	67	68	64	75	"	"	5	"
5	2	7	5.6	N. 1/2 N.	E. by E.	3	2	1	30.42	69	68	63	75	"	"	2	"
6	2	0	7.4	North	E. by N.	3	2	1	30.43	69	67	62	75	b.c.	cum. mists.	5	"
7	1	8	8.8	S. by N.	"	3	2	1	30.42	69	66	62	75	a.c.	"	0	"
8	2	5	12.0	South	E. by S.	3	2	1	30.42	69	67	61	75	b.c.	cir. cum.	7	"
9	0	7	13.9	N. 1/2 E.	E. by N.	3	2	1	30.43	69	67	61	75	"	cir.	8	"
10	6	7	20.6	S. by E.	E. N. E.	3	2	0	30.43	68	65	61	74	"	"	8	"
11	1	9	27.5	North	"	2	2	0	30.43	68	65	61	74	"	"	8	"
Mid.	5	5	33.9	N.E. by N.	N.E. by E.	2	1	0	30.43	70	66	62	74	"	"	8	"

Commander Louis Kingsley
Thursday, May 23, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Moderate to very fresh breeze from S.W.S. and N.E. by N. Wind and sea moderating last hour. Barometer steady. Laying to, under edue sail as in preceding watch. Bunked fire under boiler B.

J. H. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Breath clear. Stiff to moderate breeze from N.E. by N. Barometer rising. At daylight sighted a steamer on starboard bow and schooner on starboard quarter, standing to Obed. At 7.50 sighted steamer on port bow. Ship laying to, under storm mizzen and mizzen storm staysail. Bunked fire under boiler B.

W. B. Tuttle
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear, but hazy around horizon. Moderate N.E. breeze. By the wind on starboard tack until 10.30 when our ship bringing by wind on port tack. At 8.30 made sail to topgallant sails, set main and mizzen topmast staysails, took in and unbent mizzen storm staysail and storm mizzen. At 9.45 mustered at quarters. Carried appointments as follows: Order and First Division, small arms; 2d Division, single sticks, 3d Division, pistols. Aided after magazines. At 10.30 sighted schooner bearing Obed standing to E.N., another bearing N.E. standing to Obed. Smooth sea. Unbent sprits and hnt for topsail in its place. At 10.20 took sounding and found 28 fathoms, fine gray and black sand. At 12 took another sounding, 62 fathoms, gray sand. Distilling. Temperature of magazines 79° 76° forward, 70° 70° aft.

R. D. Thorsale
Ensign U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Gentle to moderate breeze, rising from S.E. by S. to E. At 3 o'clock our ship came by the wind on starboard tack, barely making over N. 1/2 E. At 3.30 changed over to S. by E. From 1.15 to 2.45 instructed watch on deck in signals. Distilling with bunked fire under boiler B. Appointments at wheel. At 12.45 set for topsail as a spraker. At end of watch under plain sail to topgallant sails, with staysails, heading North, by the wind on starboard tack.

N. A. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Gentle breeze from E.N.E. to E. by S. very unsteady in direction. Generally cloudy smooth sea. By the wind on starboard tack until 6.35, when our ship was brought by the wind on port tack heading about South. Exercised at reefing topsails at 6.15; furl'd topgallant sails and took in main and mizzen topmast staysails. Set main topsail at 7.00. At end of watch under port topmast staysail, main topsail and plain sail to topsails, except mainmast. At 8.00 took in mainmast and started fire under boiler C. and D., at 5.15. Fought several steamers during watch.

A. R. Brown
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Light to gentle breeze from E. by S. to N.E. by E. At 8.20 our ship. At 8.45 took in topsails and foreails and coupled up propeller. At 8.50 started ahead steaming. (Course N by E. (pc); changed at 10.45 to North (pc) and at 11.05 to N.E. by N. (pc) At 11 o'clock sighted Cape Hatteras Light per N.N. by N. and at end of watch the Light bore per N.W. by N. Passed several steamers during the watch. At 11 P.M. took in all fore and aft sail. At end of watch steaming with fire under boilers B.C. and D. Appointments at the wheel. Stopped distilling at 9 P.M.

J. H. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlwain, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage from Port Royal, S.C. to Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.	45	9																	
1	6	7	40.6	N. E. by N.	East		3.4	0	0	30.45	70	66	62	75	b.c.	cir. cum.	8	8	
2	6	4	47.0	"	"		3.4	0	0	30.43	70	66	62	76	"	"	6	"	
3	3	0	50.0	North	"		3.4	0	0	30.42	70	66	62	77	"	"	6	"	
4	7	2	61.2	"	N. E.		3.4	2	0	30.43	66	64	59	77	"	"	6	"	
5	7	0	68.2	"	"		3	2	0	30.44	66	61	57	59	"	"	6	"	
6	6	8	75.5	"	"		2	0	0	30.46	60	60	57	59	"	"	7	"	
7	6	8	81.8	"	"		1	0	0	30.47	61	61	58	57	b.c. m.	"	7	"	
8	7	5	89.3	"	"		1	0	0	30.47	60	60	57	57	"	"	7	"	
9	15	6	94.9	N. E. by N.	N. E. by E.		1	0	0	30.48	62	62	59	57	b.c. y.	"	2	"	
10	7	1	3.5	"	"		2	0	0	30.47	62	62	59	57	"	"	4	"	
11	7	2	10.7	"	"		2	0	0	30.48	62	62	59	57	"	"	1	"	
Noon.	7	3	18.0	"	"		2	0	0	30.48	62	62	59	57	"	"	1	"	

130 0 Distance run by Log

Course and distance made good since preceding noon by observations, N. 1/4 N.

87 knots. tenths.

Position at Noon:	Latitude by D. R.	36 0 29. N.
	Longitude by D. R.	75 0 22. W.
	Latitude by observations of ☉	36 0 20. N.
	Longitude by chronometer from Forenoon Observations of ☉	75 0 26. W.
Position at 8 A. M.	Latitude by <i>D. R. from Noon</i>	35 0 48. N.
	Longitude by <i>Observation</i>	75 0 07. W.
Position at 8 P. M.	Latitude by	0 0 00. "
	Longitude by	0 0 00. "

Current during the time, 10 knots tenths per hour, setting to the S. by N. 1/4 N.

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

450 gallons.

Water distilled during the preceding 24 hours,

500 "

Water remaining on hand fit for use at Noon,

1200 "

Coal consumed during the preceding 24 hours,

6 tons 1040 lbs.

Coal remaining on hand at Noon,

90 " 105 "

P. M.	2	4	20.4	N. E. by N.																
1	4	8	25.2	N. N. E. 1/2 N.	N. E.	2	2	0	30.48	62	62	59	57	0. c.	unmistak.	0	8			
2	7	6	32.8	"	"	2	2	0	30.47	62	62	58	58	"	"	0	"			
3	7	7	40.5	"	"	2	2	0	30.46	62	62	58	58	"	"	0	"			
4	7	8	48.3	"	"	2	2	0	30.44	62	62	58	60	"	"	0	"			
5	8	0	56.3	"	N. E. by E.	3	3	0	30.43	62	61	57	63	"	"	0	"			
6	6	4	62.7	"	"	4	0	0	30.42	63	62	58	64	"	circ.	0	"			
6.46	7			Rain	"									"	unmistak.	0	"			
				Anchored in Lynnhaven Bay, S. by E.	E. S. E.	3			30.42	63	63	58		"	"	0	"			
8				Wind S. by E.	"	3			30.42	63	63	58		"	"	0	"			
9				"	"	3.4			30.41	63	62	58		"	"	0	"			
10				East	"	3.4			30.40	64	62	60		"	"	0	"			
11				"	"	4			30.38	64	62	60		O. c. p.	comm. mist.	0	"			
Mid.				Surging to E. S. E. by E.	"	4			30.38	64	63	60		"	"	0	"			

under the command of

Commander Louis Kingsley
Friday, May 24

, U. S. Navy,
1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant, with gentle to moderate breeze from East to N.E. Barometer steady. At 2.30 changed course to North, patent log registering 50 k. and set for and aft sail; taking them in again at end of watch. Passed two steamers standing to Southward. Average steam 55 lbs. No. revolutions 41.

W.B. Whittlesey

Lieutenant A. S. N.

From 4 to 8 A.M.

Fair and cool. Gentle and light breeze from N.E. Under steam alone. Course North. Land in sight on port bow after daylight, becoming rather indistinct after 7 o'clock. Smooth sea. Average steam pressure 55 lbs. Revolutions 41. Steam sighted on port quarter standing to N.W. at 6.30 A.M.

R.D. Fiske

Ensign U. S. N.

From 8 A.M. to Noon.

Foggy and pleasant. Light air to light breeze from N.E. by E. At 9.30 mustered at quarter, after which rounded to General Quarters. Divisions reported as follows: Forward Powder, 1 min; 35 sec. After Powder, 1 min, 55 sec; 1st Division, 1 min; 55 sec; 2nd Division, 2 min; 30 sec; 3rd Division, 2 min; 55 sec. Secured at 9.50. At 9.54 rounded to Fire Quarters, 1st stream, 1 min; 30 sec; from 2nd Division, 2nd stream, 1 min, 45 sec; from 3rd Division, 3rd stream, 1 min; 50 sec; from 1st Division. Secured and piped up all bags. At 8.45 changed course to N.W. by N. patent log reading 94.9. At end of watch on course N.W. by N. with steam under three boilers and jib main and mizzen topmast staysails. At 11.15 set jib, main and mizzen topmast staysails. Released from confinement by order of the Commanding Officer, R. Bridge App. 50c, his time of confinement having expired. Temperature of magazines 77° 73° forward, 70° 69° aft.

A. P. Coleman

Ensign U. S. N.

From Noon to 4 P.M.

Light breeze from N.E. Overcast and cool. Foggy around horizon and on land. Smooth sea. By order of Commanding Officer changed course at 12.20 to N.W. 1/2 N. per Standard. Lighted Connecticut Light House on point abt. port bow at 2.20. Palis Cape was abeam at 3.30. At 3.55 sighted Cape Henry Light House, bearing N.W. 1/2 N. (p.o.) Several vessels in sight during watch. At 4.01 sighted a few masted sailing vessels, square rigged on the fore, aground to the N.W. of Palis Cape. A steamer and several sail vessels were near the wreck. Under steam and sail as in preceding watch. Average steam 55 lbs. Revolutions 42. Went to quarters at 1.30 and secured all clean bags. Rags overhauling clothing.

Geo. R. Beach

Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Gentle to moderate breeze from N.E. by E. and E. S.E. Course N.W. 1/2 N. (p.o.) At 4.30 set for topmast staysail, main staysail and spanker. At 5.30 took in all fore and aft sail. At 5.45 hauled in patent log 62.7 knots; Cape Henry Light (p.o.) N.W. 1/2 N., about 1 1/2 miles. At 6.19 called all hands being ship to anchor. At 6.34 stood down and stopped. At 6.45 came to anchor in 6 1/2 fathoms water, sandy bottom, and went to 30 fathoms on port chain. Brought up anchor. Ships head S. by E., Cape Charles Light, N.W. 1/2 E., and Cape Henry Light N.W. 1/2 E. Ships draft, 18 feet 4 inches forward, 16 feet 4 inches aft. At 6.45 banded five under boilers B, C and D and commenced distilling. Rev. 42. Steam press. 55 lbs.

H. Purcell

Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather overcast and cloudy, with passing showers about 11 o'clock. Gentle to moderate breeze from E. S.E. Barometer falling. Distilling. At 11.50 commenced swinging to ebb tide.

Examined and found to be correct.

W.B. Whittlesey

Lieutenant A. S. N.

J. B. McIlroy, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex

Third Rate,

Making passage to Yorktown, Va. and at anchor in York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.					TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction & Force of Surface Wind, by symbols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.		Air, Dry Bulb.	Air, Wet Bulb.					
A. M.	#4	7																				
1				Quilled swinging S. by E.	S. by E.		2			30.86	64	62	60						b.c.	cum. mist.		6
2				to S. by E.	S. by E.		2			30.84	64	62	60						"	"		4
3				Ebb S. by E.	S. by E.		2			30.84	64	62	59						O. c. n.	"		0
4				" S. by E.	S. E.		1			30.84	64	61	59						"	"		0
5	1	2		" S. by E.	E. by S.		2			30.84	64	62	61						"	"		0
6	1	0		" S. by E.	"		2			30.83	64	62	60						b.c.	"		1
7				Surging to flood	"		2			30.83	64	64	62						"	"		2
8				Flow E. by S.	"		2			30.81	64	65	63						"	"		3
9	3	4	62.7	Variable	S. by E.		3			30.81	64	62	63						b. c. m.	cum. mist.		4
10	7	3	74.4	"	"		3			30.80	65	63	63						"	"		4
11	8	1	82.5	"	"		2			30.28	68	67	65						"	"		4
Noon.	7	6	90.1	"	"		2			30.28	68	68	66						"	"		4

71. Distance run by log.

Course and distance made good since preceding noon by observations.

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

4 00 gallons.

Water distilled during the preceding 24 hours,

8 00 "

Water remaining on hand fit for use at Noon,

16 00 "

Coal consumed during the preceding 24 hours,

2 tons 40 lbs.

Coal remaining on hand at Noon,

88 " 65 "

P. M.		Ship's head																				
1	Surging to ebb.	S. by E.	S. by E.	3						30.22	68	67	65			O. c. d.	cum. mist.				0	
2	Ebb	N. E. by N.	"	3						30.20	66	66	64			O. c. n.	"				0	
3	"	N. E. by N.	"	3						30.18	66	65	64			"	"				0	
4	"	N. E. by N.	"	3						30.16	66	65	64			"	"				0	
5	"	N. E. by N.	"	3						30.16	66	65	64			"	"				0	
6	Surging to flood	E. by N.	E. by N.	3						30.10	66	65	63			"	"				0	
7	"	E. by S.	E. by N.	4						30.06	66	65	64			"	"				0	
8	"	"	E. N. E.	6						30.02	67	65	64			"	"				0	
9	"	"	"	6.4						30.02	66	65	64			"	"				0	
10	"	S. E.	N. N. E.	3						30.06	66	65	63			O. c.	"				0	
11	"	"	"	1						30.06	66	65	63			O. c. m.	"				0	
Mid.	Surging to ebb	N. N. E.	"	1						30.06	66	65	63			"	"				0	

under the command of

Commander Louis Kingsley
Saturday, May 25

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Generally overcast. Light rain last part of watch. Surging to ebb tide at 1.30. Distilling. Blanketed fires under boilers B. C. and D.

R. D. Tinsdale
Ensign U. S. N.

From 4 to 8 A.M.

Partly cloudy with light rain at first, clearing during last hours. Light breeze from East. Surging to flood at 7 o'clock. Brought to chain and ran off cat and fish. At 7.57 called all hands and ran up anchor. At 7.58 hoisted jib. Draft of ship 18 feet 4 inches forward, 16 feet 4 inches aft. Steam under boilers B. C. and D. Distilling.

N. D. Coleman
Ensign U. S. N.

From 8 A.M. to Noon.

Gentle to light breeze from E.N.E. Fair and pleasant. At 8.03 hauled down jib and went ahead one bell and at 8.10 four bells. At 8.30 rounded buoy at South end of Tail of Horns Pier Shoal, and stood up main channel for mouth of York River. At 10.20 entered York River, and at 11.15 passed Dr's Marsh Light House. Called all hands bring ship to anchor at 11.55. Average steam 55 lbs. Revolution 44. By order of Commanding Officer released J. C. Schouder App 3 cl. from confinement, by reason of expiration of term of confinement. Distilling with fires under boilers B. C. Temperature of magazine 77° 76° forward, 75° 73° aft.

Geo. R. Beach
Lieutenant U. S. N.

From Noon to 4 P.M.

Overcast, cloudy and rainy after one o'clock. At 12.00 stopped engines. At 12.05 let go port anchor in 10 fathoms water, wind chain to 45 fathoms. Bearings of anchorage Gloucester Point (down stream end) N 1/2 E. (mag), Yorktown Harb (down stream end) N 1/2 E. (mag) Allowed fires to die out under boilers A and C. Distilling with boiler B. Hoisted on steam launch. Surging to ebb tide at 12.30. Draft of ship 13 feet 4 inches forward, 16 feet 4 inches aft.

R. D. Tinsdale
Ensign U. S. N.

From 4 to 8 P.M.

Gentle to fresh breeze. Hauling from E. S. E. to E. N. E. Overcast and varying. Tide turned flood at 5.30. Distilling with boiler B.

Geo. R. Beach
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Overcast and cloudy. Raining first part, misty last hour. Stiff to moderate breeze from E. N. E., to gentle breeze and light air from West N. Hauling rapidly after 9 o'clock. Turned ebb at 11.25. Distilling using boiler B. Pay Clerk M. C. Waldman U. S. N. left the ship on leave and duty until Tuesday, May 28th.

R. D. Tinsdale
Ensign U. S. N.

Examined and found to be correct.

J. B. McIlton,
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 5 ft.	Air.	Wet Bulb.				
Tidal Current															
A. M.				Ship's head											
1			Ebb	N. by N.	N. by E.	2		30.04	68	65	64	b.c.	cumulus	2	
2			"	N. by N.	"	1		30.04	68	65	64	"	"	0	
3			"	"	N. by E.	1		30.05	68	65	64	"	"	0	
4			"	"	N. by E.	1		30.04	68	65	64	"	"	0	
5	1	0	"	N. by N.	S. by E.	1		30.03	68	65	64	b.c.f.	"	2	
6	0	5	"	"	"	1		30.03	67	65	64	"	"	0	
7	Swinging to flood				S. by E.	2		30.03	67	66	65	"	"	0	
8	0	3	Flow	S. by E.	"	1		30.03	67	66	65	"	"	0	
9			"	S. by E.	South	1		30.04	68	66	65	"	"	0	
10			"	"	"	1		30.02	68	67	66	"	"	0	
11			"	"	S. by E.	1		30.02	68	67	65	"	"	0	
Noon.	Swinging to ebb.				S. by E.	2		30.01	68	68	66	"	"	0	

Course and distance made good since preceding noon by observations,

knots tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	"

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1100 "

Water remaining on hand fit for use at Noon,

2300 "

Coal consumed during the preceding 24 hours,

4 tons 440 lbs.

Coal remaining on hand at Noon,

83 " 1865 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Leeway.	Height in inches.	Ther. at 5 ft.	Air.	Wet Bulb.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
1	0	7	Ebb	N. by N.	S. by E.	3		29.98	69	69	67	"	cumulus	0	
2	0	9	"	"	"	4		29.96	70	69	68	"	bc. g.	"	1
3	1	3	"	"	S. by E.	2-4		29.93	70	69	68	"	bc. p. g.	"	3
4	1	1	"	N. by N.	"	3		29.90	72	70	69	"	bc. p.	"	2
5	1	0	"	N. by N.	S. by E.	3		29.89	74	71	70	"	bc.	cir. cum.	7
6	0	7	"	"	"	3		29.89	74	72	70	"	"	"	5
7	0	5	"	"	S. by E.	2		29.87	74	70	68	"	strab.	"	6
8	Swinging to flood				S. by E.	1		29.87	73	69	67	"	"	"	6
9	1	0	Flow	"	S. by E.	0-1		29.87	73	70	68	"	bc. l.	"	5
10	0	8	"	"	"	0-1		29.88	74	70	68	"	"	"	7
11	1	0	"	S. by E.	"	1-3		29.88	71	69	68	"	cir. cum.	"	8
Mid.	1	3	"	S. by E.	"	1		29.88	71	69	68	"	"	"	8

under the command of

Commander Louis Kingsley
Sunday, May 26

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather overcast and cloudy. Light air to light breeze from N.E. to N.W. Barometer steady. Riding to ebb tide. Distilling.

W.B. Whittlesley
Lieutenant U.S.N.

From 4 to 8 A.M.

Light air to light breeze from S.E. and E. Overcast and damp. Heavy fog first hour. Forward fog bell from 4.30 to 5.00. Distilling with backed fire under boiler. Tide turned ebb at 5.00.

G. R. Beach
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast and cloudy. At times misty with light drizzling rain. Light air and breeze from S.W. to South. At 9.30 had squalls for muster and inspection. Flood tide. Distilling. Temperature of magazines 79° 76° forward, 75° 73° aft.

R.D. Tisdale
Ensign U.S.N.

From Noon to 4 P.M.

Weather fair except for heavy passing rain squall about 2.30. Light to moderate breeze from S.E. to S. by W. Barometer falling. Ebb tide. Distilling. Liberty party of apprentices went ashore at 10 o'clock.

W.B. Whittlesley
Lieutenant U.S.N.

From 4 to 8 P.M.

Air and pleasant. Light S.W. breeze. Liberty party of apprentices returned on board. Distilling.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Weather clear and pleasant. Calm to gentle breeze from S.E. Barometer steady. Lightning about horizon. Distilling. Flood tide.

W.B. Whittlesley
Lieutenant U.S.N.

J. B. Millner, Navigator.
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex

At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Force of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Heul.	Loway.	Height in inches.	Ther. at d.	Air, Dry Bulb.				
Ship's head.																
A. M.	Tidal Current															
1	0	1	Ebb.	N. N. W.	N. S. W.	3	29.87	70	68	66			b.c.l.	cum. str.	7	
2	0	6	"	N. W.	"	3	29.87	69	67	65			"	"	6	
3	0	8	"	N. W. by N.	"	3	29.86	69	67	65			"	"	6	
4	1	5	"	N. W.	S. W.	2	29.86	69	67	65			o.c.	cum. str.	0	
5	1	5	"	N. W. by N.	"	2	29.86	69	68	66			b.c.	"	2	
6	1	2	"	N. N. W.	S. S. W.	3	29.87	69	68	67			b.c.d.	"	1	
7	0	5	"	N. W.	"	3	29.87	69	68	67			"	"	1	
8	Black water			"	"	3	29.87	69	68	67			b.c.p.	"	1	
9	0	1	Dead	S. E. by S.	N. S. W.	3	29.87	69	68	67			o.c.g.n.	"	0	
10	0	7	"	S. by E.	"	3-5	29.87	69	68	67			b.c.g.n.	"	2	
11	1	0	"	S. W. by S.	"	2-4	29.88	70	69	68			"	"	1	
Noon.	Black water			N. S. W.	"	3	29.88	72	70	69			b.o.g.	"	3	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water *distilled* during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at Noon,

2900 "

Coal consumed during the preceding 24 hours,

1 tons 880 lbs.

Coal remaining on hand at Noon,

82 " 985 "

P. M.																
1		Ebb	N. W. by N.	N. W.	2	29.99	72	70	69				b.c.p.	cum. str.	3	
2	1	5	"	N. W. by N.	"	2	29.92	72	70	68			b.c.	"	5	
3	1	5	"	N. W.	East	3	29.92	72	70	67			"	"	5	
4	1	4	"	N. N. W.	E. S. E.	3	29.94	72	70	67			"	cum. str.	5	
5	1	3	"	N. W. by N.	East	3	29.96	72	69	67			b.c.m.	mont.	4	
6	1	3	"	N. W.	"	2	29.99	72	69	67			"	"	7	
7	0	5	"	"	"	2	30.02	72	69	67			"	"	8	
8	<i>Black water</i>		N. N. W.	N. by N.	1	30.06	72	69	67				"	"	8	
9		"	<i>Drinking to flood</i>	"	4	30.09	68	65	64				b.c.	"	9	
10	0	8	<i>Dead</i>	E. S. E.	"	4-5	30.13	66	62	60			"	"	9	
11	1	5	"	East	North	4	30.17	64	59	56			"	cum.	9	
Mid.	1	3	"	E. S. E.	"	3	30.18	63	58	55			"	"	9	

under the command of

Commander Louis Kingsley
Monday, May 27

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear, followed by overcast and cloudy. Light to gentle breeze from S.W. and N.W. Lightning! Commenced sawing to the east 12.25 and finished in 30 minutes. Stopped distilling at 12.50 clock and bailed fire under boiler B.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy, with light drizzling rain after first hour. Gentle breeze from S.W. Commenced distilling at 6.00 clock. Ebb tide until 8.00 clock.

R. D. Vindale
Ensign U. S. N.

From 8 A.M. to Noon.

Weather cloudy, with passing rain squalls. Clearing toward end of watch. Light to stiff breeze in squalls from N.W. Ship riding between wind and flood tide. At 12.00 stopped distilling the tanks being full. Temperature of magazines 78°-75° forward, 78°-75° aft.

W. B. Whitney
Lieutenant U. S. N.

From Noon to 4 P.M.

Cloudy to clear. Light to gentle breeze from S.W. to E.S.E. Instructed apprentices from 1.00 to 3.00 clock in signals.

J. H. Purcell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and pleasant. Moderate breeze from East to light air from N. by N. Barometer rising. At 4.30 the steam yacht Kanapaha came up and anchored. Exercised apprentice boat crew at pulling for the hour. At sundown sent down light yards.

W. B. Whitney
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Clear. Gentle to moderate breeze from North and N. by N. Ship commenced sawing to flood tide at 8.15 and finished in one hour.

J. H. Purcell
Lieutenant U. S. N.

J. B. Milton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship *Essex*
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Wind.				Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Tidal Current																	
A. M.				Ship's head													
1	0	6	Black	E. by N.	North	2	30.20	63	58	56	b.	none	10				
2			Swinging to Ebb	N. E. by N.	N. N. E.	1	30.22	63	58	56	"	"	10				
3	1	0	ebb	N. by N.	"	1	30.22	62	59	56	"	"	10				
4	1	3	"	N. N.	"	1	30.22	62	58	56	"	"	10				
5	2	2	"	"	East	1	30.24	63	58	56	b.c.	cir. cum.	9				
6	2	0	"	"	"	1	30.27	62	59	57	"	"	9				
7	1	5	"	"	S. W.	1-0	30.31	62	60	58	b.	none	10				
8	0	8	"	"	South	1	30.31	64	61	68	"	"	10				
9	0	6	"	N. N. W.	Calms	0	30.31	65	62	59	"	"	10				
10	0	3	Black	Swinging	"	0	30.33	66	63	60	"	"	10				
11	0	3	Black	S. E. by S.	North	1	30.33	67	64	61	"	"	10				
Noon.	0	8	"	East	N. by W.	2	30.32	69	67	63	"	"	10				

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

tons 2240 lbs.

Coal remaining on hand at Noon,

81 " 985 "

P. M.														
1	0	6	<i>Black</i>	<i>E. N. E.</i>	<i>North</i>	0-1	30.31	70	69	64	<i>b. m.</i>	<i>none</i>	10	
2			<i>Swinging to ebb</i>	<i>N. N. W.</i>	<i>Calms</i>	0	30.30	74	71	64	"	"	10	
3	0	8	<i>ebb</i>	<i>N. W. by N.</i>	<i>East</i>	0-1	30.29	76	72	65	"	"	10	
4	1	3	"	<i>N. N. W.</i>	<i>West</i>	1-0	30.28	77	73	65	"	"	10	
5			"	<i>N. W. by N.</i>	"	1	30.28	76	74	65	"	"	10	
6			"	"	"	1	30.28	76	74	66	"	"	10	
7			"	"	<i>S. W.</i>	1	30.27	76	73	68	"	"	10	
8			"	"	"	1	30.29	75	70	65	"	"	10	
9			<i>Swinging to flood</i>	<i>West</i>	<i>South</i>	1	30.29	74	70	64	"	"	10	
10			<i>Black</i>	<i>S. E. by E.</i>	<i>S. S. W.</i>	1	30.30	74	68	64	"	"	10	
11			"	"	"	1	30.30	72	66	62	"	"	10	
Mid.			"	<i>E. S. E.</i>	<i>South</i>	1-0	30.30	72	64	62	"	"	10	

under the command of

Commander Louis Kingsley
Tuesday, May 28

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A. M.

Clear and pleasant. Light air to light breeze from North to N. W. Steamers passed up the River at 2.25.

R. A. Coleman
Lieutenant U. S. N.

From 4 to 8 A. M.

Weather clear and pleasant, with light air from East to South. Barometer rising. At 8 o'clock crossed light yards and lowered sail to a broline. A. B. Waldman, Gay blue, returned from bar. Received in Gay Dept. 105 lb. fresh beef, 105 lb. fresh vegetable and 84 lb. fresh bread.

W. B. Gentry
Lieutenant U. S. N.

From 8 A. M. to Merid.

Clear. Calm followed by light air and breeze from North and N. by N. At 9.20 landed 1st and 2nd companies and Pioneer of battalion for drill ashore. All returned at 11.20. Ship commenced swinging to flood at 10.05 and finished in 15 minutes. Painted poop deck and port side of Chad Ross country. Temperature of magazine 78°-75°; forward, 72°-70° aft.

J. Purcell
Lieutenant U. S. N.

From Merid. to 4 P. M.

Clear and pleasant. Calm to light variable air from North to East. Had drills as follows: from 1 to 2 o'clock starboard watch signals; from 2 to 3 o'clock, port watch signals. At 3.15 fired sail. At 3.30 allowed boys to go swimming.

R. A. Coleman
Lieutenant U. S. N.

From 4 to 8 P. M.

Clear. Light air from West and W. At sunset set down light yards and unbraced light sails.

J. Purcell
Lieutenant U. S. N.

From 8 P. M. to Mid.

Clear. Light air from South to S. W. Ensign R. D. Tisdale and Chief Engineer C. J. Harkins left ship on seven days leave of absence. J. A. Black, Boilermaker, left on seven days leave and E. J. Snow, Blacksmith, left on five days leave of absence. Steamer left the wharf at 10.15.

R. A. Coleman
Lieutenant U. S. N.

J. B. McIlton, Navigator,
Lieutenant U. S. N.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Direction and Force of Surface Wind, in knots.	State of the Sea.	
									Height in inches.	Ther. air'd.	Air Dry Bulb.	Air Wet Bulb.					Water at Surface.
				<i>Ship's head</i>													
A. M.			<i>Tidal Current</i>														
1			<i>Black water</i>	<i>E. by S.</i>	<i>Calm</i>	0			30.31	70	65	62	<i>b.</i>	<i>none</i>		10	
2			<i>Surging to abt</i>	<i>S E.</i>	"	0			30.32	70	65	62	"	"		10	
3			<i>abt</i>	<i>W. by N.</i>	<i>W. S. W.</i>	2			30.32	67	64	61	"	"		10	
4			"	<i>W. N. W.</i>	"	3			30.32	64	63	60	"	"		10	
5	1	8	"	"	"	3			30.32	64	63	60	<i>b. m.</i>	"		10	
6	1	9	"	"	<i>S. W.</i>	3			30.34	64	64	62	"	"		10	
7	1	8	"	<i>N. W. by W.</i>	"	2			30.35	67	66	64	"	"		10	
8	1	4	"	"	"	2			30.35	70	67	65	"	"		10	
9	1	0	"	"	<i>W. S. W.</i>	2			30.35	72	68	65	"	"		10	
10	1	0	"	<i>N. W. by W.</i>	<i>West</i>	2			30.32	75	71	68	"	"		10	
11			<i>Surging to Flood</i>	<i>N. by E.</i>	"	2			30.32	76	73	70	"	"		10	
Noon.	1	0	<i>Flow</i>	<i>S E.</i>	<i>S. W.</i>	2			30.32	76	75	69	"	"		10	

Course and distance made good since preceding noon by observations,	knots.	tenths.
Position at Noon: { Latitude by D. R. Longitude by D. R. Latitude by observations of ☉ Longitude by chronometer from Forenoon Observations of ☉	0	1 "
	0	1 "
	0	1 "
	0	1 "
Position at 8 A. M. { Latitude by Longitude by	0	1 "
	0	1 "
Position at 8 P. M. { Latitude by Longitude by	0	1 "
	0	1 "
Current during the time, knots tenths per hour, setting to the		
Error of the Compass by Azimuth ☉ observed at , ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	" variation used, 0
Error of the Compass by Azimuth ☉ observed at , ship's head	0	" "
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	" variation used, 0
Water expended during the preceding 24 hours,	500	gallons.
Water during the preceding 24 hours,	"	
Water remaining on hand fit for use at Noon,	1900	"
Coal consumed during the preceding 24 hours,	tons 640	lbs.
Coal remaining on hand at Noon,	81 " 345	"

[illegible]

under the command of

Commander Louis Kingsley
Wednesday, May 29

U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Calm first two hours; light to gentle breeze from N.E. after 2.00. Clear and cool. Aural display during part of watch. Tide turned ebb at 2.10.

Geo. R. Beatty
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Bazy. Light to gentle breeze from S.E. and N.E. At 7.40 crossed light yards.

H. Purcell
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and pleasant. Light breeze from West to S.E. J. Hookley (cox) left ship on ^{one-way} leave of absence. At 9 o'clock called battalion to arms and landed on Yorktown side for drill until 11.30. Uniform light marching order. Turning to flood at 11 o'clock. Temperature of magazines 75°-75° forward, 72°-70° aft.

N. J. Coleman
Ensign U.S.N.

From Merid. to 4 P.M.

Gentle breeze to light air from S.E. to N.E. Fair and warm. Tide turned ebb at 2.00. Bazy around horizon. Sent out 1st and 2^d cutters with crews of apprentices to exercise under sail.

Geo. R. Beatty
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear. Calm to light breeze from S.E. Apprentices all returned on board.

N. J. Coleman
Ensign U.S.N.

From 8 P.M. to Merid.

Gentle breeze to light air from S.E. Clear and cool. Bright moonlight. Began swinging to flood at 10.15, and finished at 10.35.

Geo. R. Beatty
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlwain
Lieutenant U.S.N. Navigator.

under the command of

Commander Louis Kingsley
Thursday, May 30.

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear. Calm to light air and breeze from S.W. and
West. Commenced swinging to ebb at 2.50 and finished at 3.20.

J. Purcell
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and warm. Light air from West. Received on board in Dept.
of Supplies and Accounts the following fresh provisions 105 lbs. beef, 105 lbs. vegetables,
165 lbs. bread. Steamer came alongside Yorktown wharf at 5 o'clock.

N. A. Colman
Lieutenant U.S.N.

From 8 A.M. to Noon.

Light air from N.W. and calm. Clear and warm. Began swinging
to flood at 11.15 and finished at 11.55. At 9.30 landed the battalion at Yorktown to take
part in exercises at decoration of graves at the National Cemetery. Battalion returned at 12.00.
Expended in Ordnance Dept. 216 rounds of blank cartridges, cal. .45. A. C. Martin, Pl. book #4 cl.,
left the ship on leave until Wednesday next. Temperature of magazines 70°-75° forward, 72°-70° aft.

J. R. Beach
Lieutenant U.S.N.

From Noon to 4 P.M.

Clear. Light air and breeze from N.W. and West. Left liberty party of
men and all except fire apparatus section. They commenced swinging to ebb at 3.10 and
finished in twenty minutes.

J. Purcell
Lieutenant U.S.N.

From 4 to 8 P.M.

Light air from West. Clear and warm. Riding to ebb tide. Liberty
party of apparatus returned.

J. R. Beach
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Calm most of the time with occasional light air from
N.W. last hour. Ship commenced swinging to flood about 9.40 and
finished about 11.45. The entries in columns for 9.10 and 11 o'clock are omitted
as being entered by E. D. Hickok (Actg. S. M. & cl.) on incorrect persons for Quarter
Master's duty.

J. Purcell
Lieutenant U.S.N.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
At anchor in the York River off Yorktown, Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Degree of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Tidal Current				Ship's head													
A. M.																	
1	1	0	Black	S. E. by E.	N. N. W.		1			30.16	82	80	76	b. w.	none	10	
2	1	0	"	E. S. E.	Calms.		0			30.16	80	78	75	"	"	10	
3	0	8	"	E. by S.	"		0			30.16	78	76	74	"	"	10	
4	Sailing to N. N. W. by N.			N. N. W.	"		0			30.16	78	76	74	"	"	10	
5	0	8	Black	N. N. W.	"		0			30.16	78	75	72	b.	"	10	
6	1	4	"	"	N. N. W.		1			30.16	77	75	71	"	"	10	
7	1	6	"	N. W.	N. W.		1			30.19	78	76	72	"	"	10	
8	1	8	"	N. W. by E.	"		1			30.19	77	76	72	"	"	10	
9	1	8	"	"	"		1			30.19	79	78	73	"	"	10	
10	1	4	"	"	"		2			30.18	80	79	74	"	"	10	
11	1	0	"	"	N. N. by N.		3			30.18	81	80	75	b. c.	cir.	9	
Noon.	0	4	"	N. N. N.	N. N.		2			30.16	83	82	77	"	"	9	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used.
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used.

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

"

Water remaining on hand fit for use at Noon,

900 "

Coal consumed during the preceding 24 hours,

tons 640 lbs.

Coal remaining on hand at Noon,

80 " 305 "

Sailing to N. N. W.																	
P. M.																	
1	0	6	"	S. E. by E.	N. N.		1			30.16	84	83	78	b. c. w.	cir	9	
2	1	0	"	"	"		2			30.14	85	84	78	"	"	9	
3	1	0	"	E. S. E.	"		1			30.13	84	84	78	"	"	9	
4	Sailing to N. N. W. by N.			N. N. W.	Calms		0			30.13	84	83	78	"	"	9	
5	0	8	"	N. N. W.	S. E.		1			30.13	84	82	78	"	"	9	
6	0	8	"	N. N. W.	"		0			30.13	84	82	78	"	"	9	
7	1	4	"	N. N. by N.	E. S. E.		0-1			30.13	84	82	77	"	cir. str.	8	
8	1	6	"	N. N.	Calms		0			30.14	84	81	76	"	"	9	
9	1	4	"	N. N. W.	"		0			30.14	82	80	76	"	cir.	8	
10	1	6	"	N. N. by N.	"		0			30.14	82	80	76	"	"	8	
11	1	2	"	"	"		0			30.14	82	80	76	"	"	8	
Mid.	1	2	"	N. N. by N.	"		0			30.14	80	78	74	"	"	8	

under the command of

Commander Louis Kingsley
Friday May 31

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear and pleasant. Light air from N. & N. to calm.
Barometer steady. At 3.30 owing to ebb tide.

W. B. Whittelsey
Lieutenant U. S. N.

From 4 to 8 A.M.

Calm first hour, light air from N. & N. to N. during remainder of watch. Clear and warm. Riding to ebb tide. Received on board in Pay Dept. 105 lbs. fresh beef, 105 lbs. fresh vegetables and 84 lbs. bread. Pay clerk, N. & N. alldman left the ship under orders to proceed to Richmond, Va. to procure money for the ship. Half masted colors at 8.00

A. R. B. B. B.
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear. Light air, to gentle breeze from N. & N. and N. & N. by N. at 9.20 mustered at quarters. About without board Peter Ross (P. M. M.) John was taken on board, kept by the Chief M. A. A. at 9.45 called all hands, clear ship for action. Ship was reported ready in 10 min. 20 sec. It moved to General Quarters. Swains reported ready as follows - 1st Div. 2 min. 10 sec. 2nd Div. 2 min. 20 sec. 3rd Div. 2 min. 30 sec. 4th Div. 2 min. 40 sec. 5th Div. 2 min. 50 sec. Secured at 10.07. Discharged with Tom Lacharge, from this vessel and the Naval Service, Charles Miller (Actg. M. A. A.) his term of enlistment having expired this day. Comd'g Officer awarded the following punishment viz. E. V. Hickok (Actg. L. M. 2nd) to be flogged until further orders for being so much under the influence of intoxicating liquors as to be unfit to properly perform his duty.

J. P. B. B. B.
Lieutenant U. S. N.

Merid. to 4 P.M.

Weather clear and warm, light air to light breeze from N. & N. Barometer falling. At 3.45 commenced to pour to ebb tide.

W. B. Whittelsey
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear, calm, occasional light air from S. E. and E. S. E. Very hot and sultry. Finished swinging to Ebb at 4.10. At 4.30 exercised at fire quarters and abandoned ship. All Swains, reported streams in 10 min. 40 sec. and all boats were secured and provisioned in 10 min. and left the ship pulling around me. The Quarterly Board of survey condemned 24 lbs. corn, pump, Day & Co. confactors. and by order of Comd'g Officer it was thrown overboard.

J. P. B. B. B.
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear, calm. Barometer steady. Ebb tide. Paid in Pay Dept. \$700.00 dollars.

Approved

W. B. Whittelsey
Lieutenant U. S. N.

Examined and found to be correct.

Louis Kingsley Commander U. S. N.
Commanding

G. B. B. B. B. B.
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Case *Third Rate,*
At Anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Underway Current.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1	<i>Surging to Head</i>			<i>S. N. E.</i>	<i>Calan</i>	0			30.15	72	79	74	<i>f. c.</i>	<i>an. am.</i>		8
2	<i>"</i>			<i>S. E. by E.</i>	<i>"</i>	0			30.14	82	79	75	<i>"</i>	<i>"</i>		10
3	<i>"</i>			<i>S. E. by E.</i>	<i>"</i>	0			30.15	82	78	75	<i>"</i>	<i>"</i>		10
4	<i>"</i>			<i>East</i>	<i>N. by N.</i>	0-1			30.16	81	78	75	<i>"</i>	<i>"</i>		10
5	<i>Surging to Ebb</i>			<i>N. N.</i>	<i>"</i>	0-1			30.17	79	76	73	<i>f. m.</i>	<i>"</i>		10
6	<i>"</i>			<i>N. N. by N.</i>	<i>"</i>	0-1			30.19	78	77	74	<i>"</i>	<i>"</i>		10
7	<i>"</i>			<i>"</i>	<i>N. N.</i>	1			30.21	78	77	74	<i>"</i>	<i>"</i>		10
8	<i>"</i>			<i>"</i>	<i>"</i>	1			30.22	80	78	75	<i>"</i>	<i>"</i>		10
9	<i>"</i>			<i>"</i>	<i>"</i>	1			30.22	81	79	76	<i>"</i>	<i>"</i>		10
10	<i>"</i>			<i>"</i>	<i>"</i>	2			30.20	84	82	77	<i>"</i>	<i>"</i>		10
11	<i>"</i>			<i>"</i>	<i>"</i>	2			30.19	86	83	78	<i>"</i>	<i>"</i>		10
Noon.	<i>"</i>			<i>"</i>	<i>"</i>	2							<i>"</i>	<i>"</i>		10

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0

Water expended during the preceding 24 hours,

550 gallons.

Water during the preceding 24 hours,

400 "

Water remaining on hand fit for use at Noon,

tons 1440 lbs.

Coal consumed during the preceding 24 hours,

79 " 2105 "

Coal remaining on hand at Noon,

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Underway Current.
1	<i>Surging to Head</i>			<i>N. E.</i>	<i>N. N.</i>	1			30.17	84	86	79	<i>f. c. sm.</i>	<i>an. am.</i>		10
2	<i>"</i>			<i>E. S. E.</i>	<i>S. E. by E.</i>	0-1			30.16	87	86	80	<i>"</i>	<i>"</i>		10
3	<i>"</i>			<i>"</i>	<i>S. by E.</i>	1			30.14	88	86	80	<i>"</i>	<i>"</i>		10
4	<i>"</i>			<i>"</i>	<i>S. E. by E.</i>	1			30.15	88	86	80	<i>"</i>	<i>"</i>		10
5	<i>Slack Water</i>			<i>"</i>	<i>Calan</i>	0			30.15	87	86	80	<i>"</i>	<i>"</i>		10
6	<i>Surging to Ebb</i>			<i>S. N. E.</i>	<i>S. E. by E.</i>	0-1			30.15	87	85	79	<i>"</i>	<i>"</i>		10
7	<i>"</i>			<i>N. N. by N.</i>	<i>Calan</i>	0			30.14	87	85	79	<i>f. m.</i>	<i>an. am.</i>		10
8	<i>"</i>			<i>N. N. by N.</i>	<i>"</i>	0			30.14	87	85	79	<i>f. c. sm.</i>	<i>an. am.</i>		10
9	<i>"</i>			<i>N. N. by N.</i>	<i>S. N.</i>	1			30.14	86	85	79	<i>f. m.</i>	<i>an. am.</i>		10
10	<i>"</i>			<i>"</i>	<i>"</i>	1			30.16	86	87	75	<i>"</i>	<i>"</i>		10
11	<i>"</i>			<i>"</i>	<i>"</i>	2			30.16	84	88	74	<i>"</i>	<i>"</i>		10
Mid.	<i>"</i>			<i>"</i>	<i>"</i>	3			30.16	83	85	74	<i>"</i>	<i>"</i>		10

under the command of

Commander Louis. S. Kingsley
Saturday June 1st

U. S. Navy,
1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear light sunnily. Calm. Steamer left dock at 3.10
Sailing to flood at 1 o'clock

N. P. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Light air from N. by N. and N. W. occasional drizzle of calms.
Foggy. Finished stowing the 2400 lbs. Bay order of Bonds Officer placed
J. Sweeney (Geo.) under charge of Master at once to assist in stowing
(down 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000)

J. H. Purcell
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather clear. Light air to light breeze. Barometer falling.
At 9.30 started fire, in boiler No. 1 for distilling. By order of Bonds Officer
L. H. O'Neil (Capt. 2d) and J. D. Sweeney (Capt. 2d) were placed in double irons for 3 days
for direct disobedience of orders and lying. Mr. Rosewater and J. Sweeney (Capt. 2d)
were placed in double irons for 3 days for direct disobedience of orders. Est
tide. J. Sweeney (Geo.) was released as being sober.

W. B. Whitley
Lieutenant U. S. N.

Merid. to 4 P.M.

Calms to light variable air from N. W. to E. S. E. Sailing to flood at
1 o'clock. C. Kuchler (Capt. 2d) was placed in double irons for two days for
order of the Bonds Officer for disobedience of orders. Allowed to go
promising. At 4 P.M. J. M. Rice left ship on 5 days leave.

N. P. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Weather clear. Calms to light air from E. S. E. Barometer steady.
At 5 o'clock commenced pumping to Ebb tide distilling. J. L. Ellsworth (Floor)
left ship on 5 days leave.

W. B. Whitley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear and warm, light air to light breeze from E. H.
Distilling

N. P. Coleman
Ensign U. S. N.

J. B. McIlroy
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At Anchor in the York River off Yorktown Va.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
Ship's Track															
A. M.			Red Current												
1	0	4	Ext	N. N.	N. E. N.	3	30.16	78	78	78	1/4 W.	none	10		
2	0	6	Black pinging to Flood	"	"	3	30.14	82	78	78	"	"	10		
3	0	6	Flood	S. E. by E.	"	4	30.16	82	79	78	"	"	10		
4	0	6	"	E. S. E.	S. N. by N.	1	30.16	82	79	78	"	"	10		
5	0	6	Pinging to Ext	"	"	1	30.16	81	78	78	"	"	10		
6	0	6	Ext	N. N. N.	"	1	30.16	79	78	78	"	"	10		
7	1	2	"	N. N. by N.	N. N. by N.	1	30.18	79	78	78	"	"	10		
8	1	6	"	"	"	1	30.19	80	79	76	"	"	10		
9	1	8	"	"	North	1	30.19	81	80	76	"	"	10		
10	1	8	"	"	"	1	30.19	82	81	77	"	"	10		
11	1	6	"	"	S. E. E.	1	30.17	82	83	78	"	"	10		
Noon.	1	2	"	"	E. S. E.	1	30.16	82	82	80	"	"	10		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 1 "
Longitude by D. R. 0 1 "
Latitude by observations of ☉ 0 1 "
Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 3 A. M. Latitude by 0 1 "
Longitude by 0 1 "

Position at 3 P. M. Latitude by 0 1 "
Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

550 gallons.

1100

1000

1 tons 1040 lbs.
78 = 1065-

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Barometer.	TEMPERATURE.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	Direction and Force of Under Current.	
1	0	6	"	N. N. N.	E. N. E.	1	30.15	84	84	80			10
2	0	6	Pinging to Flood	S. E. by E.	"	1	30.14	86	84	80			9
3	1	2	"	S. E. by E.	"	2	30.18	86	84	80			9
4	1	6	"	E. S. E.	"	1	30.10	86	84	80			9
5	0	6	"	"	"	1	30.08	86	84	80			9
6	0	8	"	S. E. by E.	S. E.	1	30.07	87	85	80			9
7	0	8	Pinging to Ext	S. S. E.	Calcu	0	30.07	86	84	79			10
8	0	9	"	N. N. by N.	S. N.	1	30.07	86	84	78			10
9	0	9	"	N. N. by N.	S. S. N.	2	30.09	85	83	77			10
10	1	2	"	"	"	2	30.10	84	81	77			10
11	1	8	"	N. N. by N.	"	3	30.09	82	81	77			10
Mid.	1	6	"	"	"	3	30.09	82	79	76			10

under the command of

Commander Louis Fitzgerald
Sunday, June 1st 1891

U. S. Navy,
1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences. & until 4 A.M.

Quite large to light air, from N. by E. and S. by N. Clear and pleasant. Moon set at 2⁴⁵. Began pumping to flood at 1⁴⁵ and finished at 2¹⁰. Distilling with fire tanked under boiler "B."

Geo. R. Coleman
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather clear. Light air, from S. by N. to N. by N. Barometer rising. At 5 o'clock pumping to Ebb tide distilling

W. H. Whiteley
Lieutenant U. S. N.

From 8 A.M. to Mid.

Clear and warm. Light variable air, from N. to S. S. E. at 9.20 mustered at quarters and Commanding Officer inspected ship. After which read the Articles for the Govt. of U. S. Navy, and held counsel meeting. Allowed Episcopal Church party to go ashore distilling.

W. H. Coleman
Ensign U. S. N.

Mid. to 4 P.M.

Light air to light breeze from S. E. Clear and warm. Tide turned flood at 2⁰⁰. Sent Liberty party of men and boys ashore. Sent out sailing parties in 3⁴⁵ cutter and dinghy. Distilling with fire tanked under boiler "B." Church party returned at 3.20

Geo. R. Coleman
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and warm; light air, from S. E. to calm. Liberty party returned. Allowed boys to go swimming

W. H. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Light to quite large from S. E. Clear and pleasant. Riding to Ebb tide. Distilling with fire tanked under boiler "B."

Geo. R. Coleman
Lieutenant U. S. N.

J. B. McIlroy
Lieutenant U. S. N. ^{Navigator.}

LOG of the UNITED STATES

Ship *Essex* Third Rate,

at Anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Ship's Head.																
A. M.			<i>Underway</i>													
1	1	5	<i>4</i>	<i>S. N. by E.</i>	<i>S. S. N.</i>	0		<i>30.09</i>	<i>82</i>	<i>79</i>	<i>70</i>		<i>f.</i>	<i>une</i>	<i>10</i>	
2	1	5	"	<i>S. N. by E.</i>	"	0		<i>30.09</i>	<i>82</i>	<i>78</i>	<i>74</i>		"	"	<i>10</i>	
3	0	8	"	<i>N. N. 1/2 W.</i>	"	1		<i>30.09</i>	<i>82</i>	<i>78</i>	<i>74</i>		"	"	<i>10</i>	
4	0	8	"	<i>E. by S.</i>	<i>S. N.</i>	1		<i>30.09</i>	<i>80</i>	<i>78</i>	<i>74</i>		"	"	<i>10</i>	
5	0	8	"	<i>S. E. by E.</i>	"	1		<i>30.09</i>	<i>81</i>	<i>79</i>	<i>70</i>		<i>f. c. m.</i>	<i>cir.</i>	<i>9</i>	
6	<i>Swinging to E. H.</i>			<i>N. N. by E.</i>	<i>West</i>	1		<i>30.10</i>	<i>80</i>	<i>78</i>	<i>74</i>		"	"	<i>9</i>	
7	0	2	"	<i>N. N. by E.</i>	<i>N. N. by E.</i>	1		<i>30.11</i>	<i>80</i>	<i>80</i>	<i>76</i>		"	"	<i>9</i>	
8	1	0	"	"	<i>N. N. by E.</i>	1		<i>30.11</i>	<i>80</i>	<i>79</i>	<i>70</i>		"	"	<i>9</i>	
9	1	4	"	"	"	2		<i>30.12</i>	<i>80</i>	<i>80</i>	<i>77</i>		<i>f. m.</i>	<i>une</i>	<i>10</i>	
10	1	6	"	"	"	2		<i>30.12</i>	<i>82</i>	<i>81</i>	<i>78</i>		"	"	<i>10</i>	
11	1	8	"	"	"	2		<i>30.11</i>	<i>86</i>	<i>84</i>	<i>79</i>		"	"	<i>10</i>	
Noon.	1	8	"	"	"	1		<i>30.09</i>	<i>87</i>	<i>85</i>	<i>79</i>		"	"	<i>10</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 1 "

Longitude by D. R. 0 1 "

Latitude by observations of ☉ 0 1 "

Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 8 A. M. Latitude by 0 1 "

Longitude by 0 1 "

Position at 8 P. M. Latitude by 0 1 "

Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Error of the Compass by Azimuth ☉ observed at ship's head

Deviation of the Compass by Azimuth ☉ observed at ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

500 gallons.

1200 "

1700 "

1 tons 1120 lbs.

76 " 2184 "

P. M.	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Leeway.	Height in inches.	Ther. at 4 ft.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction of Surface Current.	Force of Surface Current.	State of the Sea.
1	1	2	<i>Elb</i>	<i>N. N.</i>	<i>Lebu</i>	<i>0</i>		<i>30.06</i>	<i>90</i>	<i>89</i>	<i>87</i>		<i>f. c. m.</i>	<i>cir.</i>		<i>9</i>	
2			"	<i>N. by E.</i>	<i>East</i>	<i>1/2</i>		<i>30.06</i>	<i>87</i>	<i>86</i>	<i>80</i>		"	"		<i>9</i>	
3	<i>Swinging to E. H.</i>			<i>S. E.</i>	<i>S. E.</i>	<i>1-2</i>		<i>30.07</i>	<i>86</i>	<i>86</i>	<i>80</i>		"	"		<i>9</i>	
4	1	0	"	"	"	<i>1-2</i>		<i>30.06</i>	<i>86</i>	<i>85</i>	<i>80</i>		"	"		<i>8</i>	
5	1	0	"	"	"	<i>1</i>		<i>30.05</i>	<i>86</i>	<i>85</i>	<i>80</i>		"	"		<i>8</i>	
6	1	0	"	<i>S. E.</i>	"	<i>1</i>		<i>30.05</i>	<i>86</i>	<i>85</i>	<i>80</i>		"	"		<i>9</i>	
7	<i>Shake water</i>			<i>S. E. by E.</i>	<i>East</i>	<i>1</i>		<i>30.06</i>	<i>85</i>	<i>82</i>	<i>79</i>		<i>f.</i>	<i>une</i>		<i>10</i>	
8	<i>Swinging to E. H.</i>			<i>S. E.</i>	<i>S. E.</i>	<i>1</i>		<i>30.05</i>	<i>85</i>	<i>83</i>	<i>79</i>		"	"		<i>10</i>	
9	1	8	"	<i>N. N. by E.</i>	<i>S. N.</i>	<i>1</i>		<i>30.06</i>	<i>85</i>	<i>84</i>	<i>77</i>		"	"		<i>10</i>	
10	1	6	"	"	"	<i>1</i>		<i>30.08</i>	<i>84</i>	<i>82</i>	<i>77</i>		"	"		<i>10</i>	
11	1	8	"	<i>N. N. N.</i>	<i>S. S. N.</i>	<i>2</i>		<i>30.10</i>	<i>85</i>	<i>83</i>	<i>76</i>		"	"		<i>10</i>	
Mid.	1	8	"	"	"	<i>2</i>		<i>30.10</i>	<i>82</i>	<i>80</i>	<i>76</i>		"	"		<i>10</i>	

under the command of

Commander Louis S. Linsley
Monday, June, 3rd, 1897

U. S. Navy,
1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences, and until 4 A.M.

Weather clear and pleasant, with gentle breeze to light air from S. S. W. and S. W. Barometer steady. Distilling. At 6 o'clock tide turned flood.

W. H. Whitchey
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and pleasant; light air from N. to S. W. by N. Breeze to abt at 6 o'clock. Allowed boys to go in swimming. Distilling. Rec'd in Sift. of supplies and accs. at the head.

W. H. Whitchey
Lieutenant U. S. N.

From 8 A.M. to Merid.

Light breeze to light air from N. W. by N. Clear and warm. Riding to abt tide. Mustered crew at quarters - at 9th sent out starboard watch crew of 1st and 2nd cutters - and whole boat for sailing exercise. Exercised all other apprentices at signals (wig-wag and hand lead) running signal parties ashore to the wharves at Yonkers and Gloucester Court. Bartha A. (Shipwright) returned from leave. Distilling with fire hauled under boiler B. By order of Comdr. Officer released from confinement M. Rosestein (app 3 cl), J. M. Curry (app 3 cl) and C. Reibel (app 3 cl) by reason of expiration of term.

Geo. R. O'Brien
Lieutenant U. S. N.

Merid. to 4 P.M.

Clear, calm, followed by light air and breeze from E. and E. S. E. Ship commenced swinging to flood tide about 2³⁰ P.M. and finished in fifteen minutes. Lodged in Bay Sift. by Quarterly Board of Survey. By the coffee was inserted Navy Yard, N. Y. 1890. By order of Comdr. Officer the coffee was thrown overboard. Starboard watch of apprentices engaged in pig-balling from 1³⁰ to 3³⁰. Paid monthly money to apprentices. Distilling using boiler B.

J. H. Parrell
Lieutenant U. S. N.

From 4 to 8 P.M.

Light air, from E. to S. E. Clear and warm. Sent boys in swimming. At 6³⁰ P.M. (S. N. S. L.) left the ship on leave until next Friday morning. Began swinging to abt tide at 7 P.M. Distilling with fire hauled under boiler B.

Geo. R. O'Brien
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Light air and breeze from S. W. and S. S. W. Distilling, using boiler B. Finished swinging to abt about 9³⁰.

J. H. Parrell
Lieutenant U. S. N.

J. B. McIlroy, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

At Anchor in the

Ship Essex
Yor River off Yorktown, Va.

Third Rate,

Hour:	Reading of Patent Log.		COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	State of Clear Sky, in fths.	State of the Sea.
	Knots.	Tenils.		Direction by Standard Compass.	Force.				Height in inches.	Ther. at d.	Air.	Wet Bulb.				
	Total Current			Slugs Head												
A. M.																
1	1	2	Ebb	N. W. by N.	S. W.	0-1			30.10	78	80	78	P. o. M.	air		9
2	1	0	"	N. W.	Calcut	0			30.09	82	80	78	P. M.	none		10
3	1	0	Dead water	N. W. by N.	"	0			30.09	82	80	78	"	"		10
4	1	0	Swinging to Flood	S. E. by S.	"	0			30.10	82	78	76	P. o. M.	air		8
5	1	0	"	S. E. by E.	"	0			30.10	81	78	75	"	"		8
6	0	9	"	"	"	0			30.12	81	79	76	"	"		8
7	0	4	"	"	"	0			30.13	81	79	77	P. M.	none		10
8	0	2	"	"	"	0			30.14	82	81	78	"	"		10
9	1	2	Swinging to Ebb	N. W. by N.	S. S. E.	1			30.14	82	81	79	P.	"		10
10	1	2	"	"	"	1			30.14	82	81	79	"	"		10
11	1	2	"	"	"	2-3			30.14	82	81	79	P. E.	air		9
Noon.	1	8	"	"	"	2-3			30.14	83	81	79	"	"		9

Course and distance made good since preceding noon by observations,

knots.	tenths.
1	0
2	0
3	0
4	0
5	0
6	0
7	0
8	0
9	0
10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
70	0
71	0
72	0
73	0
74	0
75	0
76	0
77	0
78	0
79	0
80	0
81	0
82	0
83	0
84	0
85	0
86	0
87	0
88	0
89	0
90	0
91	0
92	0
93	0
94	0
95	0
96	0
97	0
98	0
99	0
100	0

Position at Noon:	Latitude by D. R.
	Longitude by D. R.
	Latitude by observations of ☉
	Longitude by chronometer from Forenoon Observations of ☉

Position at 8 A. M. { Latitude by
Longitude by

Position at 8 P. M. { Latitude by
 { Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth \odot observed at _____, ship's head

Deviation of the Compass by Azimuth \odot observed at _____, ship's head _____

Error of the Compass by Azimuth \odot observed at _____, ship's head _____

Deviation of the Compass by Azimuth \odot observed at _____, ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours.

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours.

Coal remaining on hand at Noon.

[illegible]

under the command of

Commander Louis S. Ringaley
Tuesday, June 4th

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 P.M.

Weather clear, misty about 10 a.m. Calm to light air, from S.W.
Barometer steady. At 3:15 commenced pumping to flood. Distilling.

W.B. Whitsbury
Lieutenant U.S.N.

From 4 to 8 P.M.

Calm, clear and warm. Riding to flood tide. Sent boys in
pumping. Received no food in Bay St. 700 lbs. fresh beef, 700 lbs.
vegetables - and 24 lbs. bread. Distilling with fire tankard under
boiler B.

A. R. Beal

Lieutenant U.S.N.

From 8 A.M. to Merid.

Calm. Light air to gentle breeze from S.W. At 9:30 unwatered at quarters.
At 9:45 called down and away boats for distant service. All boats reported
ready in 4 min. + 30 sec. By order of Captain Officer released from confinement to S.W. Mid
(after 3 el.) and A.V. (after 3 el.) Dist commenced pumping to eat at 8:15 and finished
in 31 minutes. Distilling using boiler B. E. & J. (after 3 el.), returned from leave.
Aired the after magazine.

J. H. Perrell

Lieutenant U.S.N.

Merid. to 4 P.M.

Weather clear. Gentle to moderate breeze from East. Barometer falling. At
20 o'clock tide turned flood. At 2:40 stopped distilling and let fire die out.
At 2:50 unwater all gear and got yards, and masts ready for painting.

W.B. Whitsbury

Lieutenant U.S.N.

From 4 to 8 P.M.

Calm. Breeze. Gentle breeze from S. to S.W.

J. H. Perrell

Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather fair. Gentle breeze from S.W. to East. Barometer falling. J. A. Black
(Boiler Maker) returned from leave. At 9:20 tide turned ebb.

W.B. Whitsbury

Lieutenant U.S.N.

J. S. McElton, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex
at anchor in the York River off Fortron, Va
 Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air.	Wet Bulb.	Water at Surface.					
<i>Under Current</i>																			
A. M.																			
1	1	2	Ekt	N. N.	E. N. E.		0			30.16	79	77	76		f. c. M.	air cum	4		
2	0	9	"	N. N. by N.	"		0			30.15	79	77	76		f. c. M. W.	"	4		
3	0	3	"	"	"		1			30.14	79	77	76		"	"	4		
4	0	0	black	driving to Ekt	Calcut		0			30.14	79	77	76		"	"	4		
5	1	0	black	S. E. by E.	S. N.		0			30.14	78	77	76		f. c. M.	"	4		
6	1	4	"	S. E. by S.	"		1			30.15	78	77	75		"	"	5		
7	1	2	"	S. E. by S.	"		3			30.15	79	77	75		"	"	6		
8	0	8	"	N. E. by E.	"		3			30.15	80	79	75		"	"	7		
9	0	8	"	N. E. by E.	"		3			30.15	81	80	78		"	"	8		
10	0	8	"	N. N. by N.	"		3			30.14	83	81	76		"	pinet	7		
11	1	8	"	"	"		3			30.11	84	82	76		"	"	7		
Noon.	1	6	"	N. N. by N.	S. N. by E.		4			30.09	86	83	76		"	"	7		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

47.00 gallons.

4.00 "

26.00 "

tons 16.00 lbs.

74 " 1545 "

P. M.																		
1	1	6	Ekt	N. N. by N.	S. N.		5			30.08	88	85	76		f. c.	pinet	7	
2	1	8	"	"	"		5			30.06	88	84	76		"	"	7	
3	1	2	"	"	"		5			30.08	89	86	76		"	"	7	
4	0	0	black	driving to Ekt	Calcut		0			30.01	90	87	76		"	"	7	
5	1	0	"	E. by S.	S. N.		4			30.00	90	88	76		f. c. M.	air cum	7	
6	1	2	"	S. E. by S.	S. N.		4			30.00	89	87	76		"	"	8	
7	1	0	"	S. E. by S.	S. N.		2			30.00	88	86	75		f. c.	pinet	8	
8	1	0	"	"	"		2			30.00	88	84	75		"	"	8	
9	0	4	"	S. E. by S.	S. N.		3			30.04	86	83	76		f. c. M.	air cum	8	
10	0	0	black	driving to Ekt	N. N.		5			30.12	83	80	75		f. c. M.	"	1	
11	2	2	Ekt	N. N.	"		5			30.14	80	78	74		f. c. M.	air cum	0	
Mid.	2	3	"	N. N. by N.	"		4			30.14	80	78	74		f. c. M.	"	0	

under the command of

Commander Louis. C. Ringoley
Wednesday, June 2nd

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Clear and pleasant. Quite breeze from E.N.E. to calm. Surging to flood at 4 o'clock.

N.D. Colman
Ensign U.S.N.

From 4 to 8 A.M.

Clear. Calm followed by light air. to quite breeze from S.W. Chief Engr. L. G. Thibault and R. D. Needale U.S.N. returned from leave. Brought in 200 lbs of supplies and accounts - 100 lbs. each of fresh beef and vegetables - and 20 lbs. of fresh bread.

J. H. Powell
Lieutenant U.S.N.

From 8 till to Merid.

Weather clear. Quite to moderate breeze from S.W. to S.W. by S. Barometer falling. At 9 o'clock passing to ebb tide. At 9.30 mustered crew at quarters. Then reviewed apprentices - of starboard watch sailing boats. Apprentices - of port watch at signals. Engaged in painting masts and spars.

W. B. Whistley
Lieutenant U.S.N.

Merid. to 4 P.M.

Clear. Still breeze from S.W. allowed liberty party ashore. Port watch. Starboard watch. Threw sailing in gig, and cutter and dingy.

N.D. Colman
Ensign

From 4 to 8 P.M.

Weather fair. Moderate to light breeze from S.W. to S.W. Barometer steady. Liberty party of apprentices returned except 2. Surgeon (add 5 c) A. C. Martin (P.B. 5 c) returned from leave. Flood tide.

W. B. Whistley
Lieutenant U.S.N.

From 8 P.M. to Mid.

Generally clear, light to very fresh breeze in squalls from S.W. to N.W. Lammeter rising.

N.D. Colman
Ensign U.S.N.

LOG of the UNITED STATES

Ship Essex *Third Rate,*
at Anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
Ship's Head																
A. M.																
1	/	3	Est	N. N.	N. N. N.	3-4			30.18	78	70	72	O. C. R.	hazy	0	
2	/	5	"	N. N. 1/2 N.	"	3-2			30.18	76	72	70	"	"	0	
3	/	5	"	N. N.	N. N. N.	1			30.18	76	72	70	"	"	0	
4	0	8	"	"	West	1-2			30.19	74	71	70	"	"	0	
5	0	5	"	"	"	1			30.19	74	71	70	h. c. R.	"	1	
6	Swinging to Head			"	"	1			30.22	74	72	70	h. c.	"	3	
7	/	10	"	S. E.	"	1			30.23	72	71	69	"	"	4	
8	/	2	"	N. E. by E.	N. N.	1			30.24	72	71	69	h. c. f.	"	4	
9	0	8	"	E. N. E.	"	1			30.25	74	74	71	h. c.	air. cum.	4	
10	0	0	Black Swinging to Est	"	"	1			30.24	75	74	71	"	"	6	
11	/	8	Est	N. N. by N.	"	0-1			30.23	76	74	72	"	"	6	
Noon.	/	8	"	"	"	0-1			30.23	76	74	72	"	"	6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "
 Position at 8 A. M. { Latitude by 0 " "
 Longitude by 0 " "
 Position at 8 P. M. { Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 570 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, tons 800 lbs.

Coal remaining on hand at Noon, 74 " 745 "

P. M.																	
1	2	0	Est	N. N. by N.	N. N. N.	1-1			30.20	76	77	78		h. c.	air. cum.	7	
2	/	8	"	"	South	0			30.18	78	78	78		"	"	5	
3	/	4	"	N. N.	N. N. by S.	1			30.18	79	79	78		"	"	5	
4	0	8	"	"	South	0			30.17	80	80	74		"	"	5	
5	<i>Swinging to Head</i>			E. N. E.	West	2			30.18	78	78	70		"	"	7	
6	0	8	"	E. N. E.	S. S. E.	2			30.17	77	76	71		"	"	8	
7	/	0	"	S. E. by E.	S. E.	2			30.21	77	76	72		"	"	8	
8	0	8	"	"	"	1			30.21	76	76	72		"	"	8	
9	0	6	"	"	S. S. E.	1			30.24	76	75	71		"	"	9	
10	0	4	"	S. E.	S. by E.	1			30.26	76	74	70		"	"	9	
11	<i>Swinging to Est</i>			West	West	1			30.26	74	74	69		"	"	9	
Mid.	/	2	"	N. N.	N. N. N.	1			30.26	73	72	69		"	"	5	

under the command of

Commander Louis S. Kingsley
Thursday, June 6th

U. S. Navy,
1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Overcast, cloudy and raining. Breeze weather. Moderate N.W. by breeze to light N.W. by breeze. Ebb tide.

R. D. Trisdale
Ensign U. S. N.

From 4 to 8 A.M.

Weather cloudy, raining first hour, also passing showers of drizzling rain last hour. ^{crossing the bar} Breeze weather. At 6 pouring to flood tide. Put in spooling lines. Rec'd. in Cas. Sept. 100 lbs. fresh beef, 100 lbs. fresh vegetables and 20 lbs. fresh. G. N. Bryant (off. del.) returned from duty 19 hours overtime.

W. H. Whittelsey
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear and pleasant light air, from N.W. to calm. At 9.30 mustered at quarters and regiments in heavy marching order and led to the front. The following punishments were inflicted by Order of the Commanding Officer: Promotion No. (off. del.) confined 2 days double amount for fighting, 100 lbs. (off. del.) same for disobedience of orders - and Bridger N. (off. del.) 15 days solitary confinement - for head + body for insolence to Officer of deck.

N. P. Coleman
Ensign U. S. N.

Merid. to 4 P.M.

Clear and pleasant. Calm and light N.W. by air. At 3 o'clock sent sail. Ebb tide.

R. D. Trisdale
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breeze to light air, from E. to S.W. during to flood at 4.30. Allowed tops to go swimming.

N. P. Coleman
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant. Light air and breeze from S.W. to S.N.W. during to set at 10.30. Bright moonlight.

R. D. Trisdale
Ensign U. S. N.

J. B. McIlhenny, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex *Third* Rate,
At Anchor in the York River off Yorktown, Va.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
				<i>Ship's Head</i>																
A. M.				<i>Lull'd Current</i>																
1	1	8	24	N. N.	N. N. E.	6			30.29	72	71	68				f. c. g.	com. m. b.	1		
2	2		"	"	"	5			30.32	72	71	68				"	"	4		
3	1	6	"	"	"	5			30.34	70	69	67				"	dr. cum.	7		
4	1	5	"	S. N. N.	"	4			30.31	68	67	62				"	cum.	5		
5	0	8	"	N. by E.	"	4			30.38	68	67	62				"	"	5		
6	<i>Surging to North</i>				N. by N.	4			30.43	67	67	62				"	"	7		
7	1	0	24	S. N. E.	North	4			30.43	68	67	62				"	"	7		
8	1	6	"	E. by S.	"	4			30.44	68	67	62				"	"	7		
9	0	8	"	East	"	4			30.44	69	69	63				"	"	5		
10	<i>Shake water</i>			E. 1/2 N.	"	4			30.46	70	69	63				"	"	6		
11				<i>Various courses</i>	N. E. by N.	4	1°		30.46	70	72	65				"	"	6		
Noon.				"	"	4	1°		30.46	70	72	65				"	"	6		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "
 { Latitude by observations of ☉ 0 1 "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

500 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

1600 "
 2 tons lbs.
 72 " 745 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	8	0	90.1	Various	N. E. by N.	4	1°		30.45	70	71	64		f. c. m.	dr. cum.	6	
2	8	2	98.3	"	North	5	2°		30.44	69	70	63		f. c.	dr. cum.	6	
3	7	1	85	"	"	5	2°		30.44	69	70	63		"	dr. cum.	6	
4	6	7	12.5	"	"	4			30.43	71	71	64		"	dr. cum.	5	
5	Surging to North			N. by E.	N. N. E.	4			30.42	72	71	65		"	"	5	
6	1	2	24	E. N. E.	"	4			30.43	72	71	65		"	"	7	
7	1	7	"	"	"	4			30.43	72	71	64		"	"	5	
8	1	4	"	"	N. by N.	3			30.43	72	71	64		"	"	7	
9	1	2	"	"	East	3			30.44	72	70	64		"	"	7	
10	1	0	"	"	"	3			30.44	71	69	64		"	"	8	
11	Shake			"	"	2			30.46	70	68	64		"	"	8	
Mid.	Surging to East			N. N. N.	N. E.	3			30.45	70	69	64		"	"	8	

under the command of

James L. Kingsley
Friday, June 7th

U. S. Navy,
1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fresh to moderate breeze blowing in squalls from N. N. E.
Partly cloudy. Moon showing through clouds. Barometer rising. Bldg to
the side.

Geo. R. Black
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair. Moderate to stiff breeze from N. N. E. to N. E. by N. of N. and N. N. W. and
J. L. Ellsworth (Cook) returned from leave. Received on board the following
fresh provisions: 100 lbs. meat, 10 lbs. bread and 100 lbs. vegetables. Dr. G. H. M. W.
U. S. N. returned from leave. At 5:30 started fires under boilers - B. L. & D. at
7:30 crossed top-gallant yards

N. M. Coleman
Ensign U. S. N.

From 8 A.M. to Noon.

Fair moderate N. E. by breeze. Hoisted all boats & made ready for getting under way. At 10 o'clock
called "all hands up anchor," fore up anchor and started ahead at 10:34 heading N. by York River under
eye of the Navigator. Draft of ship, fore 18' 5", aft 16' 3". (At 9:30 sustained at quarters) At 11:00 made course
S. E. by York River light heading N. E. by N. distant about 1/2 miles. Under steam alone, using boilers B. L. & D. Avg Rev 38.
Average rate of fuel 100 lbs.

R. H. Wade
Ensign U. S. N.

Noon to 4 P.M.

Moderate to fresh breeze from N. E. by N. and N. Fair and pleasant standing down middle passage until
2:00 when rounded buoy at foot of Freshwater, and stood up channel for anchorage at Hampton Roads. Passed
Rhinebeck Shoal light at 3:00, bldg and aft sail at 3:00 and took in hail at 3:00. Using boilers B. L. & D. Average
steam 45; revs. 44.

Geo. R. Black
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair & pleasant. Moderate breeze from N. N. E. to N. by N. standing in to anchorage Hampton Roads. At 4:00
called "bring ship to anchor," moved back at 4:17 and at 4:34 let go anchor line 1 1/2 fathoms of water and vessel
to be fair of chain ship head N. N. W. Light-house by E. At 5:00 flagstaff at 5:15 E. heading N. E. Raising fire,
under boilers B. L. & D. commenced distilling. Norfolk Navy Yard tug "Wahpetah" came alongside and delivered
the following stores: Equipment and rig with fittings - complete. Engineers Dept. 16 lbs. iron rivets (acid),
50 galls. paper bags, 50 lbs. pork, 15 lbs. flat, 1 corn shovels, 10 galls. lard and 10 galls. lard oil, 50 lbs. tallow, 100 lbs
cotton waste, 1/2 ream letter paper, 1/2 ream note paper, 100 envelopes, coffee, 100 galls. wax, 10 galls. tar, 100 lbs. cotton,
100 lbs. lard, 1/2 gross Ellis lamp wicks and 100 lbs. writing. Recd in Eng Dept. 1170 lbs. flour, 10 lbs. sugar, 200 lbs. ground
coffee, 100 prs. soap, 50 working pants, 50 working trousers, 50 working jumpers, 100 lbs. coffee, 100 lbs. biscuits and
200 lbs. N. C. soap. Transferred to Naval Hospital Orleans with 100 lbs. of Johnson (N. N. N. N.) in accordance with
instructions from Base, Navigator. Flood tide

J. D. Percell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear. Light to gentle breeze from East to N. E. Barometer steady, at 11 o'clock tide turned
ebb. Distilling

W. H. Whiteley
Lieutenant U. S. N.

J. B. Maitland, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At Anchor off Old Point Comfort, Va.

Thurs Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.			<i>Tidal Current</i>													
1	1	9	Ebb	N. by E.	N. N. E.	4		30.44	71	67	63		b. cl. w.	cir. cum.	8	
2	2	8	"	N. by E.	"	3		30.41	70	66	62		"	"	8	
3	2	9	"	N. by E.	"	3		30.41	68	66	62		"	cir.	9	
4	2	3	"	N. by E.	Smith	13		30.40	68	66	62		"	cir. cum.	7	
5	1	0	"	N. by E.	"	2		30.46	67	64	63		"	"	8	
6			<i>Surging to Flood</i>	N. by E.	N. N. E.	2		30.48	68	67	63		"	"	8	
7	1	0	Flood	N. by E.	N. E.	3-4		30.49	68	67	63		b. c. g.	"	7	
8	2	2	"	N. by E.	N. E.	3-4		30.49	68	67	63		"	"	6	
9	2	0	"	N. by E.	N. E. by E.	1		30.49	69	69	61		"	"	7	
10	1	5	"	N. by E.	N. E.	7		30.49	69	69	61		"	"	8	
11	1	0	"	N. by E.	N. E.	6		30.47	71	71	62		"	"	8	
Noon.	0	6	"	N. by E.	"	5		30.47	72	71	62		"	"	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 3 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	'	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	'	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	'	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	'	variation used, 0

Water expended during the preceding 24 hours,

470 gallons.

Water distilled during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at Noon,

2200 "

Coal consumed during the preceding 24 hours,

3 tons 880 lbs.

Coal remaining on hand at Noon,

65 " 2105 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Leeway.	Barometer.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
1	1	0	Ebb	N. N. 1/2 N.	N. E. by N.	4		30.44	72	71	62		b. c.	cum.	9	
2	1	4	"	N. N. N.	N. E.	4		30.41	73	71	62		"	"	9	
3	1	7	"	N. by N.	N. E. by E.	4		30.40	74	71	62		"	"	9	
4	1	5	"	N. by N.	N. E.	4		30.38	74	71	62		"	"	9	
5			<i>Slack</i>	East	East	5		30.38	71	70	62		"	"	9	
6	0	4	Flood	E. by N.	"	5		30.38	70	69	60		"	"	8	
7	1	7	"	E. N. E.	E. N. E.	3		30.38	70	69	60		"	"	9	
8	1	8	"	E. by N. 1/2 N.	"	3		30.36	70	69	60		"	cum. str.	9	
9	1	4	"	E. by N.	"	3		30.36	69	66	57		"	cir. cum.	9	
10	1	2	"	E. N. E.	"	1		30.36	69	66	57		"	"	6	
11			<i>Slack</i>	N. E.	N. N.	2		30.34	69	64	56		"	"	7	
Mid.	0	4	Ebb	N. N. N.	"	1		30.34	69	64	57		"	"	7	

under the command of

Commander Louis C. Kingsley
Saturday, June 8th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to 4 A.M.

Clear and cool. Gentle breeze from N.N.E. to North. Banked fires - under boilers - B, C, & D, distilling. Bright moonlight. Ebb tide

R. P. Finsdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear. Light to stiff breeze from N. to N.E., blowing ship. Distilling with banked fires under boilers B, C, & D. W. E. P. Leigh came up River and went out, bringing to flood at 6 o'clock.

N. D. Goddard
Ensign U. S. N.

From 8 A.M. to Mid.

Stiff to very fresh breeze blowing in squalls from N.E. by E. and N.N.E. Fair and pleasant. Flood tide. Fires banked under boilers B, C, & D. Distilling. Tested flood cocks and found them in good working order.

G. R. Baker
Lieutenant U. S. N.

From Mid. to 4 P.M.

Clear. Moderate breeze from N.E. by N. to E.N.E. Finished awning to abt about 1.30 (held bag inspection) and made out clothing and small stove regulations. Fires banked under boilers B, C, & D. Distilling using boilers A, B, & C.

H. P. Bell
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear, stiff to gentle breeze from East to E.N.E. Barometer falling. At 6 tide turned flood. Distilling

W. P. Shuteley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear to fair & pleasant. Gentle breeze to light air from E.N.E. and light air from N.N. Distilling. Banked fires under boilers B, C, & D. Moon rose at 9.15. Turned abt tide at 11.15

R. P. Finsdale
Ensign U. S. N.

Examined and found to be correct.

J. B. Meilton, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Sunday, June 9th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Partly cloudy and cool; light air to gentle breeze from N.W. to N.N.W. Raining to ebb. Rained fires, under boilers, B, C & D. Stopped distilling at 1.

W. P. McElman
Ensign U. S. N.

From 4 to 8 A.M.

Light breeze increasing to very fresh breeze blowing in squalls and veering from N.N.W. to N.N.E. Cloudy and threatening weather. Tide turned flood about 6³⁰. All out-bound vessels, turned back to anchorage. Rained fires, under boilers, B, C & D.

G. R. Bealder
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy & squally. Light passing showers. Moderate to stiff breeze from N.E. by N. blowing fresh and very fresh in squalls. At 9.20 mustered at quarters. Boarding officer inspected ship and crew. Rained fires, under boilers, B, C & D. Sent the whale boat and a crew of men aboard a two masted schooner at anchor near the wharf, to ascertain why a distress signal was hoisted.

The schooner was reported to be leaking and stranding and that a tug was wanted. The whale boat's crew notified the tug and the schooner was taken in tow.

H. Russell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather overcast and cloudy. Moderate to fresh breeze in squalls from N.E. by N. to N.N.E. Barometer steady. At 1 o'clock tide turned ebb. Bidding adieu to wind and tide during rest of watch. Distilling

W. P. Whittlesley
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Stiff & moderate N.N.E. by breeze. Turned flood tide at 6.45. A number of sailing vessels came in from sea and anchored. Rained fires, under boilers, B, C & D.

R. D. Tindale
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast and cloudy, moderate to very fresh breeze from N.N.E. to N.E. by N. Rained fires, under boilers, B, C & D. Riding to flood tide.

N. B. Loosan
Ensign U. S. N.

Examined and found to be correct.

J. B. McElton
Lieutenant U. S. N. Navigator.

under the command of

Commander Louis. Kingsley
Monday, June 24th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced, and until 4 A.M.

Moderate to stiff breeze from N.E. by N. Overcast; misty and thick at intervals. Last two hours. Repair sawing to abt at 1/2nd and finished at 1/4th. Fire. hauled under boilers B, C & D.

W. R. Keenan
Lieutenant U. S. N.

From 4th to 8 A.M.

Overcast and cloudy. Slightly and misty. Breeze to stiff breeze from N.E. by N. Ship finished sawing to flood about 7.30. Bunked fire. under boilers - B, C & D.

W. R. Keenan
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather overcast and cloudy, with passing showers. of drizzling rain first two hours of watch. Breeze to stiff breeze in squalls from N.E. Barometer steady. By order of Comdg. Officer, E. Reilly (Apt. 3rd) and P. M. Curry (Apt. 3rd) were released. Ship then had engine room having repaired. A. M. Reilly (Apt. 3rd) was placed in solitary confinement for repeated disobedience of orders. at 8.30 commenced distilling with boilers B, C & D. At 9.30 mustered crew at quarters. Exercised boat crews preparing for distant service.

W. R. Keenan
Lieutenant U. S. N.

From Merid. to 1 P.M.

Overcast & cloudy first part, clearing slightly last part of watch. Moderate and stiff breeze from N.E. hauled out clothing and small stores to crew. Bunked fire. repaired Boiler B, C & D, distilling. Turned abt about 2 o'clock. Ship riding at anchor wind & abt tide.

W. R. Keenan
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast, moderate to fresh breeze from N.E. to E.N.E. Bunked fire in Boiler B & C. Sawing to flood at 6 o'clock. Rigg'd in lower forms and hoisted aboard lower plating. of gangways secured all boats except whale boat for sea.

W. R. Keenan
Lieutenant U. S. N.

From 8 P.M. to Mid.

Stiff to moderate breeze from N.E. by E. and E.N.E. Light rain to Mid & 3rd. Overcast and cool. Very heavy rain between 11 and 12. Riding to flood tide. Fire. hauled under boilers B, C & D. Finished distilling at 1/2nd.

W. R. Keenan
Lieutenant U. S. N.

Examined and found to be correct.

J. B. McIlroy
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
 Making passage from Hampton Roads, Va., to New York
 Wind Rate.

Hour.	Miles.	Reading of Paint Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Loway.	BAROMETER					State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction of Surface Current.	State of the Sea.
				Direction by Standard Compass.					Height in inches.	Ther- m.	Air, Dry Bulb.	Air, Wet Bulb.	Water of Surface.				
A. M.																	
1	0	6	Est	N. E.		3-4			30.22	68	66	65		S. c. g.	circum		3
2	0	8	N.	N. E. by E.		4-5			30.24	68	66	65		"	"		4
3	1	4	N. by N.	"		4-5			30.22	68	66	65		S. c. g. l.	"		5
4	2	1	N. by N.	E. N. E.		4			30.22	68	66	65		"	"		6
5	2	0	N. by N.	N. E. by E.		5			30.23	68	67	66		"	"		4
6	2	0	Various	E. N. E.		1-			30.24	68	68	67		S. c. g.	scint.		3
7	2	8	N. E. by E.	"		4			30.24	69	68	67		S. c. g.	"		4
8	3	0	"	Est		4			30.27	69	67	66		"	"		2
9	3	0	"	"		4			30.28	69	68	66		S. c. g.	"		1
10	3	0	"	"		4			30.29	69	69	67		"	"		5
11	2	9	Various courses	"		4			30.29	69	69	67		"	"		7
Noon.	2	6	N. E. by E. 1/4 E.	"		4			30.29	69	69	67		"	"		7

Course and distance made good since preceding noon by observations,

knots. tenths.

Latitude by D. R. 0 1 "
 Longitude by D. R. 0 1 "
 Position at Noon: Latitude by observations of ☉ 0 1 "
 Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 3 A. M. Latitude by 0 1 "
 Longitude by 0 1 "
 Position at 3 P. M. Latitude by D. R. from departure 1.00 AM. 37 0 40, " N.
 Longitude by D. R. from departure 1.00 AM. 75 0 13, " W.

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at, ship's head

Deviation of the Compass by Azimuth ☉ observed at, ship's head

Error of the Compass by Azimuth ☉ observed at, ship's head

Deviation of the Compass by Azimuth ☉ observed at, ship's head

Water expended during the preceding 24 hours, 570 gallons.

Water distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at Noon, 2500 "

Coal consumed during the preceding 24 hours, 4 tons 1440 lbs.

Coal remaining on hand at Noon, 61 " 505 "

P. M.	Miles.	Reading of Paint Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Heel.	Loway.	Barometer	Therm.	Air, Dry Bulb.	Air, Wet Bulb.	Water of Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Direction of Surface Current.	State of the Sea.
1	5	8	N. E. by E. 1/2 E.	Est	4			30.20	67	66	65		circum			7 S
2	1	9	N. E. + N. E. 1/2 N.	"	4			30.20	67	66	65		"	"		7 N.
3	0	6	"	N. by N.	4			30.20	68	67	65		"	"		8
4	0	6	"	"	4			30.20	67	67	65		"	"		8
5	0	9	N. E. 1/2 N.	"	4			30.21	66	66	64		"	"		8
6	1	0	"	"	4			30.21	66	66	64		"	"		8
7	0	7	"	"	4			30.20	64	63	62	61	"	"		8
8	0	7	"	"	4			30.20	63	62	60	60	"	"		8
9	0	7	"	Est	3			30.20	64	62	60	60	"	"		9
10	0	6	"	"	3			30.23	64	62	60	60	"	"		9
11	0	5	N. E. 1/2 E. + N.	E. by S.	3			30.21	64	62	60	60	"	"		6
Mid.	0	4	N. E. 1/2 E.	"	3			30.20	64	62	59	58	"	"		6

under the command of

Commander Louis Kingsley
Thursday, June 11th

U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to P.M.

Cloudy to clear. Breeze to moderate breeze from N.E. to E.N.E. Flowing stiff in squalls. Passing showers. Wind rose and lightening in P.E. clouds breaking rapidly to N.W. At tide commenced about 12.30. Banked fire under boiler. 13, 16 & 18.

H. Durall
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather fair with heavy cloud banks rising from N.E. by E. and gradually growing thick with rain. Stiff to moderate breeze from N.E. by E. to E.N.E. Commander rising at 4.40 got underway and stood down the Roofs, the commanding and navigating officers on the bridge. At 7.30 the weather getting in thick came to an anchor below tail of Horse shoe shoal, in 8 fms of water varying to 20 fms. on 2nd chain. Black cow buoy No. 2 bearing N.E. by N. and red nose buoy N.W. by N. ship's head N.E. by E. Saw red buoy. Draft of ship 18 ft. 3 in. Forward, 16 ft. 5 1/2 in. aft. Average chain 14 fms. 10 lbs. and 10.00. While underway. Tide turned flood at 8 P.M.

W. B. Patterson
Lieutenant U. S. N.

From 8 A.M. to Merid.

Cloudy breezy to fair but hazy weather. Moderate breeze from East at 9.30 hoisted but big 65 to signal station Cape Henry at 9.40 called all hands on benches. Hove up anchor and went ahead at 9.55. Standing out from Cape Henry whistling buoy. At 11.15 took departure from Whistling buoy at entrance to Chesapeake near Cape Henry bearing West distant about 100 yards. Set course N.E. by E. 1/2 E. Lat. log reading 31.4. at 1.45 clock changed course to N.E. by E. 1/2 E. Cape Henry at 1.45 bearing N. 1/4 E. Cape Henry at 1.45 bearing N. 1/4 E. Under steam alone. Average chain 10 lbs. and 10.00. At 1.45 hoisted at quarter & instructed apprentices in gunnery.

R. H. Hale
Ensign U. S. N.

From Merid to 4 P.M.

Slightly hazy around horizon. Moderate breeze from E. to E by N. Under steam in Hatteras Sound at 1.45 changed course to N.E. bearing sighted Cape Charles. Right ship sighted bow, lat log reading 31.7. at 1.45 ship was ahead distant 18 miles and by order of commanding officer changed course to N.E. by E. sighted two sailing vessels standing to the westward and outward. Forward light of west ship rolled easily to long swell from Eastward. Crew engaged turning down rigging.

N. M. Solomon
Ensign U. S. N.

From 4 to 8 P.M.

Moderate breeze from E by N. Fair with haze around horizon. Fog well from West & East. By order of commanding officer changed course at 4.30 to N.E. 1/2 E. for standard sighted two steamers and several schooners. Under steam alone using boiler. At 6.15. Average chain 51; new 43.

Geo. R. O'Brien
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear, nearly horizon. Lightening to Mid & N.E. Breeze from E. and E by N. at 11.15 changed course to N. by E. 1/2 E. At 1.45 sighted White Quarter Shoal at ship N.W. by N. 1/2 E. and changed course to N. by E. at 1.45 this ship was ahead 27 miles distant changed course to N.E. 1/2 E. for French ship ship steering with fire under boiler. At 6.15. Average new 43 Average chain 51 & 10 lbs.

H. Durall
Lieutenant U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex* Third Rate,

Making Passage from Hampton Roads, Va., to New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prev. & Clear Sky, in fols.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at 54°.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				N. by E. East	South		0			30.14	66	64	64	63	v.c. few.	cap. cum.	0	8	
1	2	4	36.6 39.0		"		2			30.14	66	64	64	63	"	"	0	"	
2	3	8	42.8	N. by E.	"		2			30.12	66	64	63	63	"	"	0	"	
3	3	6	46.2	"	"		2			30.12	66	64	63	63	"	"	0	"	
4	4	0	50.2	"	"		2			30.10	66	64	63	64	"	"	0	"	
5	1	0	57.7	N. by E.	S. E. by S.		2			30.10	66	64	63	64	"	pi. cum.	0	"	
6	2	3	57.7	East	"		2			30.10	66	64	64	64	"	"	0	"	
7	6	7	57.7	South	S. S. W.		2			30.08	66	66	65	64	"	"	0	"	
8	3	4	69.7	"	"		2			30.07	68	67	66	64	"	"	0	"	
9			Riding to Horn	S. S. E.	South		2			30.06	68	68	66		v. f.	"	0	"	
10			"	E. by N.	"		1			30.07	68	68	69		"	"	0	"	
11			"	East	S. E.		1			30.04	70	70	69		haz.	"	6	"	
Noon.	2	0	"	N. by N.	S. W.		1			30.04	69	69	68		v.c. f. t.	mixed	0	"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

100 "

Water remaining on hand fit for use at Noon,

1750 "

Coal consumed during the preceding 24 hours,

6 tons 2080 lbs.

Coal remaining on hand at Noon,

44 " 425 "

P. M.																							
1			Various	S. E.	1					30.00	70	70	68					h.c. p. n.	cum. str.	0			
2																							
3																							
4	At Anchor	S. S. W.	South	2						29.93	70	72	70					h.c.	cum. str.	1			
	Drifting to E. by N.	Drifting	S. W.	2						29.92	72	71	69					v.c. n.	"	1			
6	0 00 East	S. E.	"	1						29.90	72	71	69					h.c.	cum.	4			
7	1 1 "	N. E. by N.	South	1						29.90	72	71	69					"	cum. str.	8			
8	0 9 "	S. E.	S. S. W.	1						29.91	70	72	70					"	"	6			
9	0 6 "	"	"	1						29.92	74	71	69					h.c. p. l.	cum.	4			
10	Drifting to S. by E.	South	"	1						29.92	74	70	68					h.c. m.	cum.	9			
11	0 75 "	S. W.	"	1						29.92	72	70	68					"	"	8			
Mid.	0 8 "	"	"	2						29.99	72	70	68					"	"	6			

under the command of

Commander Louis S. Copley
Thursday, June 13th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Cloudy. Foggy generally overcast with fog. Built light breeze from North to near N. by E. except from 12.22 to 1.00 clock when steered East by order of Board officer. Taking soundings. Ditch Thrasher machine every 1/2 hour, also with hand lead. At 12.10 stopped engine, took up and down soundings. Found 1 1/2 fms. coral sand & bottom. Went ahead at 12.11: at 1.00 clock, 2 1/2 fms. coarse sand. Under steam alone, boiler B, 107. Ave. steam pressure 10 lbs. Ave. revs. 24. Draft 35.

From 4 to 8 A.M.

Overcast and foggy except for a short time between 5-6 when the fog lifted. Light variable breeze from N.E. by E. to S.E. Under com. of commanding officer heading for Sandy Hook Pt. ship. At 7.00 clock made out the fog signal of Sandy Hook Pt. ship and ran in for an anchorage to Eastward of the light ship in account of fog. Took soundings with sounding machine at intervals of 1/2 hour at first and afterwards at intervals of 1/4 hour. Also kept hand lead going between intervals. Hounded fog whistle during entire watch and proceeded under steam ahead except when fog lifted. Under steam in boiler B, 107. Draft water forward 18 ft. 2 aft 17 ft. 1/2 in. Ave. steam 10 lbs. Ave. revs. 24. Draft 35.

From 8 A.M. to Mid.

Light breeze to light air from S.E. and S.W. Overcast and foggy during greater part of watch. At 9.00 came to anchor in 12 1/2 fms. water veering to 40 fms. in 1.00 hour. When fog slightly cleared at 11.00 Sandy Hook Pt. ship was in sight heading S.W. (true), distant about 2 miles. At 11.45 got underway and stood in toward Pt. ship. At 12.00 got underway up heading Channel N.W. 1/2 W. Standard. Under steam alone using boiler B, 107. Ave. steam 10 lbs. Ave. revs. 24. Draft of ship 35 ft. 2 aft 16 ft. 1/2 in. By order of commanding officer, released W. McKinley (app. 306), from imprisonment, his term having expired.

From Mid. to 4 P.M.

Cloudy. Passing showers and sunset first hour. At 12.30 passed whistling buoy close on port land and entered Redney Channel. Passed through Dutch Channel and at 1.46 came to anchor in 7 fms. of water, and used to 20 fms. on port chain. Anchorage off N. 40° E. to westward of mid channel. Exchanged number with U. S. S. Raleigh and U. S. S. Minnesota and made request to latter for permission to anchor. Minnesota answered 904. Steaming with fire under boiler B, 107. At 1.50 started fire, and commenced distilling. Scanned and observed at the wheel. Entries for 2+3 P.M. were not taken. Steam pressure 10 lbs. Ave. revs. 25.

From 4 to 8 P.M.

Light breeze to light air from S.W. to S. Partly cloudy. Began swinging to 240 at 5.00 and finished at 6.00. Board officer paid an official visit to the U. S. S. Minnesota. Scrubbed tops & hammocks. Stopped distilling at 7.00. Allowed fire to die out under load.

From 8 P.M. to Mid.

Light breeze to light air. Lightening first hour. Light air from S.E. Ship finished swinging to flood at 10.00 clock. Reduced fire under boiler B.

Examined and found to be correct.

J. B. M. Iton, Navigator.
Lieutenant U. S. N.

under the command of

Commander Louis P. Kingsley
Friday, June 14th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced to 4 A.M.

Weather fair. Calm to gentle breeze from N.W. to S.W. Barometer steady. at 3.30 commenced swinging to ebb tide. Fires banked in boiler B.

W. B. Whitelaw
Lieutenant U. S. N.

From 4 to 8 A.M.

Light breeze to light air from N. clear and warm. Riding to strong ebb tide. Fires banked under boiler B. began distilling at 7.00

J. R. Collier
Lieutenant U. S. N.

From 8 A.M. to Noon.

Clear. Breeze strong. Light breeze from West and S.W. at 11 o'clock freshened. Ship finished swinging to flood at 11.40. Painted ship out side. Comd'g Officer paid an official visit to Board of Navy Yard and Station. Distilling using boiler B.

J. B. Purcell
Lieutenant U. S. N.

From Noon to 4 P.M.

Weather fair. Gentle breeze in squalls from West to S.W. Barometer steady. Flood tide. Distilling. The board of survey from Navy Yard of which Capt. Naval Constructor Hobson U. S. N. was senior member, reported the board this ship for survey in Construction Department. Minister (Sole) was discharged from this ship and the Naval Service by order of Bureau of Navigation.

W. B. Whitelaw
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear. Light air to gentle breeze from S.W. Distilling using boiler B. At 5.30 ship finished swinging to ebb.

J. B. Purcell
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather clear, light air to gentle breeze from S.W. to S.W. Barometer rising. Distilling. at 11.30 commenced swinging to flood tide.

W. B. Whitelaw
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
at anchor off West 42nd St, New York.

Third Rate,

Hour.	Beaufort Scale	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER					TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
								Height in inches.	Ther. at 4 ft.	Air by Bulb.	Wet Bulb.	Water at Surface.								
A. M.																				
1	0 8	Good	N. N.	N. N.	1			30.02	77	73	69						b. c. l.	cin. cum.	7	
2	1 4	"	"	"	1			30.04	77	73	69						"	cin. cum. heavy	8	
3	1 6	"	"	N. N. N.	1			30.06	76	72	68						f. c.	"	1	
4	0 6	"	N. N. N.	"	1			30.08	74	71	67						"	"	1	
5	1 0	Est	N. E. by N.	N. N.	1			30.11	74	71	66						f. c. m.	cin. cum.	4	
6	2 0	"	"	N. N. by N.	2			30.13	72	71	67						"	"	5	
7	2 8	"	"	"	2			30.14	71	72	66						"	"	7	
8	2 8	"	"	"	2			30.16	72	71	64						"	"	8	
9	2 2	"	"	N. N. N.	3			30.18	74	74	66						"	"	8	
10	2 1	"	"	North	3			30.18	74	74	66						"	"	9	
11	1 8	"	"	N. N. E.	0			30.19	76	76	67						"	"	9	
Noon.	0 7	"	N. E.	"	4			30.19	77	77	69						"	"	8	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	"

Water expended during the preceding 24 hours,

650 gallons.

Water during the preceding 24 hours,

785 "

Water remaining on hand fit for use at Noon,

1885 "

Coal consumed during the preceding 24 hours,

1 tons 200 0 lbs.

Coal remaining on hand at Noon,

39 " 1065 "

P. M.																				
1	0 4	Good	N. N. N.	N. N. E.	4			30.18	78	76	68						f. c. m.	cin. cum.	9	
2	0 5	"	N. N.	"	4			30.20	80	78	70						"	"	8	
3	0 5	"	"	"	4			30.20	80	79	68						"	"	9	
4	0 5	"	N. N. by N.	"	4			30.22	80	79	69						"	"	8	
5	0 8	Surging by E. by N.	N. N.	"	3			30.22	78	77	68						f. c.	cin. cum.	7	
6	1 2	"	N. E. by N.	"	3			30.24	80	78	68						"	"	8	
7	1 2	"	"	"	1			30.25	78	77	68						"	"	8	
8	1 2	"	"	"	1			30.27	77	76	68						"	"	7	
9	1 6	"	"	East	3			30.33	76	74	68						f. c. g.	cin. cum. heavy	5	
10	1 0	"	N. E.	E. S. E.	3			30.36	76	74	67						f. c. g. l.	"	4	
11	1 6	"	"	"	2			30.39	76	72	66						f. c.	cin. cum.	6	
Mid.	Surging by	"	N. E.	"	2			30.40	74	70	66						f. c. d.	"	5	

under the command of

Commander Lewis P. Clegg
Saturday, June 10th

, U. S. Navy,

, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Clear to cloudy. Breeze coming from S.W. lightening to S.S. & S.E. during first part of watch. Light N.W. breeze settling being fair. Good tide.
R. D. Endale
Ensign U.S.N.

From 4 to 8 A.M.

Clear. Hazy. Light air and breeze from S.W. and N.W. by N. Ship finished pumping to abt at 4.30. Distilling using boiler B.
H. D. Russell
Lieutenant U.S.N.

From 8 A.M. to Mid.

Weather clear, gentle to moderate breeze from N.W. to N.E. Barometer rising. Engaged in clearing ship. The Commanding Officer of the U.S.S. R. S. Minnerick paid an official visit to this vessel. Ebb tide. Distilling.

W. H. Whitley
Lieutenant U.S.N.

From Mid. to 4 P.M.

Clear and pleasant. Moderate N.W. by E breeze. Good tide but very weak. Hauled net and took in splinter two times to avoid fouling Dr. H. Capt. anchored near by, which steam left at 3.30. Distilling using boiler B.

R. D. Endale
Ensign U.S.N.

From 4 to 8 P.M.

Weather clear, light air, to gentle breeze from N.W. E. Barometer rising. At 4.30 commenced pumping to abt tide. Distilling.

W. H. Whitley
Lieutenant U.S.N.

From 8 P.M. to Mid.

Fair. Light E. by S breeze. Distilling. Slack water at 11.20.

R. D. Endale
Ensign U.S.N.

J. B. Belkilton,
Lieutenant U.S.N., Navigator.

LOG of the UNITED STATES

Ship Essex
At Anchor off West 42nd St, New York.

Third Rate,

Hour.	Wind.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER				TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Force of Current by symbols.	State of the Sea.
								Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.			<i>Ship Land</i>																
1	0	8	<i>Flood</i>	<i>S. N.</i>	<i>S. E.</i>	2		30.42	74	70	65					<i>L. C. M.</i>	<i>cir. cum.</i>	7	
2	1	2		<i>S. N. by E.</i>		2		30.42	72	69	63					"	"	8	
3	1	4		<i>S. N.</i>	<i>E. by N.</i>	1		30.42	72	69	62					"	"	6	
4	1	2				1		30.42	72	69	62					"	"	8	
5	0	4	<i>Drift</i>	<i>E. N. E.</i>		2		30.42	69	69	63					"	"	8	
6	1	3	<i>E. N. E.</i>	<i>E. N. E.</i>		2		30.48	69	66	63					<i>L. C.</i>	"	7	
7	2	3		<i>N. E.</i>		1		30.54	68	69	64					"	"	7	
8	2	3				2		30.54	69	69	64					"	"	7	
9	2	4		<i>N. E. by N.</i>		1		30.54	72	71	61					<i>L. C. M.</i>	"	8	
10	2	4				2		30.56	73	73	66					"	"	8	
11	1	8				2		30.52	74	73	66					"	"	6	
Noon.	0	6		<i>N. N. E.</i>	<i>N. E.</i>	4		30.55	74	73	66					<i>L. C. M.</i>	<i>cir. cum. winds</i>	5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

915 "

2100 "

1 tons 70 40 lbs.

38 " 25 "

P. M.																				
1	0	0	Black	Swinging to Flood	S. E.	3		30.46	74	73	66					L. C.	cir. cum.		6	
2	0	8	Flood	N. N. by N.		3		30.46	74	73	66					"	"		7	
3	1	7	"	N. N. by N.	S. S. E.	4		30.46	73	72	65					"	"		8	
4	1	9	"	"	"	4		30.46	72	71	64					"	"		8	
5	1	3	"	S. N.	"	4		30.46	72	71	63					"	"		9	
6	1	6	"	N. N. by N.	"	4		30.60	72	71	65					"	"		9	
7	0	0	Black	"	"	4		30.62	70	68	63					"	"		9	
8	0	0		Swinging to Ebb	E. S. E.	3		30.44	70	68	63					L. C. M.	stat.		9	
9	0	8	Ebb	N. E. by N.	"	1		30.44	70	68	62					"	"		9	
10	1	4	"	"	"	1		30.46	70	66	62					"	"		9	
11	1	6	"	N. E.	S. E.	1		30.44	69	66	62					L. M.	haze		10	
Mid.	1	6	"	N. E. by N.	"	1		30.46	68	65	61					"	"		10	

under the command of

Commander Louis C. Ingley
Sunday, June 16th

, U. S. Navy,
, 1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Clear & pleasant, light breeze to light air from S.E. to East.
Distilling.

N. W. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather clear, light air to light breeze from East. Barometer rising. At 4.40 commenced pumping to ebb tide. Distilling.

W. B. Whitley
Lieutenant U. S. N.

From 8 A.M. to Mid.

Clear to fair, but misty. Light Easterly to moderate S. Ely breeze. At 9.30 mustered at quarters. Found Mr. G. (B. M. Sch.) absent without leave at 9.45. Company Officer inspected ship & crew at quarters, and at 10.15 he read a Service Service. Ebb tide. Barometer rising & very light Distilling.

R. B. Hale
Ensign U. S. N.

From Mid. to 4 P.M.

Clear & pleasant; gentle to moderate breeze from S.E. to S. S. E.
Distilling.

N. W. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Clear and cool. Moderate to gentle breeze from S. S. E. to S. E. E.
Flood tide. Distilling.

R. B. Hale
Ensign U. S. N.

From 8 P.M. to Mid.

Clear and pleasant; light air from S. S. E. to S. E. Distilling. Riding to ebb.

N. W. Coleman
Ensign U. S. N.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
At Anchor off West 50th St., New York.

Third Rate,

Hour.	Wind.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Form of Clear Sky, in Dollars.	State of the Sea.
								Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.																			
1	0	0	Black	Surging to Red	N. E.	3		30.64	67	62	58				f. no.	none	10		
2	0	3	Black	N. E.	"	2		30.64	66	62	58				"	"	10		
3	0	5	"	N. E.	"	2		30.64	66	62	58				"	"	10		
4	0	4	"	"	North	1		30.64	65	62	58				"	"	10		
5	0	0	Black	N. E. by N.	"	1		30.64	65	62	58				"	"	10		
6	0	2	Black	N. E. by N.	"	1		30.64	64	64	60				"	"	10		
7	1	4	"	"	"	1		30.66	67	71	66				"	"	10		
8	2	4	"	"	"	1		30.66	69	70	68				"	"	10		
9	2	5	"	N. E.	Calcu	0		30.62	70	70	68				"	"	10		
10	2	8	"	"	"	0		30.60	72	79	70				"	"	10		
11	1	8	"	N. E. by N.	N. E. N.	2		30.72	76	81	72				"	"	10		
Noon.	1	6	"	"	"	2		30.75	76	80	71				"	"	10		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

400 gallons.

Water distilled during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at Noon,

2700 "

Coal consumed during the preceding 24 hours,

1 tons 1200 lbs.

Coal remaining on hand at Noon,

36 " 1000 "

P. M.																			
1	Surging	East	S.E. by E	3				30.81	70	77	69					f. no.	sur.	10	
2	0	Black	N.E. by N.	3				30.45	71	79	69					f. no.	sur.	10	
3	1	8	"	"	3			30.47	71	80	69					"	"	10	
4	2	2	"	"	3			30.44	71	82	70					"	"	10	
5	2	3	"	S.W. by S.	3			30.42	71	81	70					"	"	10	
6	2	2	"	"	3			30.42	71	79	68					"	"	10	
7	1	0	"	"	2			30.42	71	79	68					"	"	10	
8	Black	"	Sur.	3				30.42	71	79	68					"	"	10	
9	"	Surging to E.	"	3				30.42	71	79	68					"	"	10	
10	0	8	Black	3				30.43	71	79	68					"	"	10	
11	1	4	"	"	2			30.43	71	79	68					"	"	10	
Mid.	2	1	"	"	1			30.41	70	67	62					"	"	10	

under the command of *Commander Ennis O. Tingley*
Monday, June 17th 1902

, U. S. Navy,
, 1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 P.M.

Kettle began to light air, hauling from S. E. to N. Clear & pleasant.
Moon rose at 1/2⁰⁰. Began springing to flood at 1/2⁰⁰ and finished at 1⁰⁰.
Distilling with first tanked under boiler B.

Geo. R. Brown
Lieutenant U. S. A.

From 4 to 8 A.M.

Generally cloudless. Light air, from North. Surging to ebb tide at 6 o'clock. Stilling. Lowered trawling again at 5. *Redford*

P. H. H. H. H.
 Eugene W. H. H.

From 8 A.M. to Merid.

Surmised clear looker to light-huge from E.S.M. Inspecting Officer
came on board at 8.14. At 9.20 mustered at quarters and inspecting
Officer indicated ship and crew spread out tops & hammocks for inspection
afterwards, and inspecting officer inspected tops & hammocks from 11 to 12.
Dashed fires, in trials the Distilling Exchange number ship W.D. Cincinnati
R. M. Jones (B.M. 201) absent without leave.

N. H. Coleman
Esq. W. D. N.

From Merid. to 4 P.M.

Scute huge from S.E. N. and S.W. by S. clear and warm. at 1⁰⁰ began
swinging to flood and finished at 1²⁵. Commodore R. B. Bradford R. N. B. continued
the instruction. Exercise Battalion in heavy marching order between 1²² and 2⁰⁰.
at 2¹⁰-15 called, "Clear ship for action", all ready at 2²⁰-10. Sounded to General Order
at 2-21-20. ready at 2-23-01. Sounded fire alarm at 3-22-29, all phasers in at
3-24-04. Called "Abandon ship" at 3-27-27, all ready and away at 3-34-00. at end
of watch were manning and securing boats. the call being sounded at
3-37-17. Distilling with triple-tandem Cocker boiler B.

Geo. R. Black
Lieutenant W. & N.

From 4 to 8 C.M.

Clear & pleasant. Right to gentle breeze from S. Boats returned from inspection drill at 4.30. Black water at P. black, turning to ch. Distilling with banked fires under boiler B. 7000 lb. ca.

Wm. Coleman
Ensign U.S.N.

From 8 A.M. to Mid.

Quite large to light air from S. and S.W. Clear and cool.
Began swinging to E at 8²⁰ and finished at 9¹⁵. Stopped distilling
at 8⁴⁵.

Geo. R. ^{49. C.} ~~Clark~~
Lieutenant U. S. N.

J. B. Milton, ^{Navigator,}
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
at anchor off West 50th St. New York.

Wind Rate,

Hour.	Day.	Night.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.				TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fathoms.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				Ship's head														
1	1	4	Est	N. E. by N.	N. N. W.	1			30.38	70	67	62			h	haze	10	
2	0	8	"	N. E.	"	1			30.38	69	66	62			"	"	10	
3	Surging		"	E. by S.	"	0-1			30.37	68	65	61			F. C.	am	9	
4	0	2	Good	S. E. by S.	Calms	0			30.36	67	64	60			"	"	9	
5	0	8	"	"	North	1			30.36	67	64	60			F. C. w.	"	9	
6			State	"	"	1			30.36	67	65	61			"	"	9	
7	0	1	Est	N. E. by N.	"	1			30.36	69	69	64			"	"	9	
8	1	6	"	"	Calms	0			30.35	70	71	68			F. w.	haze	10	
9	1	8	"	"	"	0			30.33	70	76	70			"	"	10	
10	2	1	"	N. E.	"	0			30.32	76	71	73			"	"	10	
11	1	9	"	N. E. by N.	S. W. by E.	2			30.30	78	81	70			"	"	10	
Noon.	1	8	"	"	"	3			30.30	78	81	70			F. C. w.	at am	6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water distilled during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

400 gallons.

400 "

2700 "

1 tons 640 lbs.

35 " 425 "

P. M.																		
1	0	8	Est	N. E.	S. S. W.	2			30.26	79	73	71			h. c. w.	circ.	7	
2	Surging		"	S. W. by S.	"	2			30.24	78	78	70			"	"	7	
3	1	2	Good	"	South	3			30.24	78	78	68			"	"	8	
4	1	8	"	"	"	3			30.23	77	76	67			"	"	8	
5	2	2	"	"	"	3			30.22	76	76	66			"	"	7	
6	2	2	"	S. S. W.	S. by E.	3			30.24	75	74	64			"	"	7	
7	1	7	"	S. W. by S.	South	3			30.24	74	72	64			"	"	7	
8	Surging		"	"	"	1			30.24	72	71	64			"	"	8	
9	0	8	Est	N. E. by N.	N. N.	0-1			30.24	74	70	68			h. c.	circ.	9	
10	1	4	"	"	"	2			30.23	73	70	65			h.	haze	10	
11	2	2	"	"	"	1			30.22	72	69	64			"	"	10	
Mid.	2	3	"	"	"	1			30.22	71	68	63			"	"	10	

under the command of

Commander Louis O. Kingsley
Tuesday, June 1890

U. S. Navy,
1890.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to 4 P.M.

Clear. Light air from N.W. followed by calms. Ship finished pivoting to flood at 3.30. Banded fire under boiler B.

From 4 to 8 P.M.

Clear. Light air from North. Drifting to ebb at 6.00. Banded fire under boiler B.

From 8 P.M. to Midnight.

Clear first half, light to gentle breeze from S.W. by S. Clear and warm. Mustered crew at quarters at 9.00. Wm. J. Polye (B.M. vol.) absent over time. At 9.30 Commander R. B. Bradford, U.S.N., came on board and continued the inspection. Called "Make sail" at 9.38-09, finished at 9.46-21. Time 8 min 16 sec, delay caused by starting of fore topgallant halliards. Hoisted "Reef topsails" at 9.53-50, topgallant "Boiler" at 10.00-20. Reeled topsails at 9.58-11. Time 2 min 40 sec. Hoisted "Reef topsails" at 10.00-20. Reeled topsails. Close reefed, single reefed fore and main sail at 10.04-05, time 4 min 20 sec. "Make sail" at 10.10-10. Time from close reefed topsails, 10-19-31. Time 8 min 20 sec. Shot and furl sail at 10.26-41, sail furl at 10.32-10. Time 6 min 20 sec. Down topgallant and royal yards at 10.38-40, yard down at 10.40-10, time 1 min 24 sec. Down topgallant mast at 10.41-30 down from ebb at 10.47-10. Time 1 min 40 sec. Called "Man over board" at 11.02-21. Forward boat dropped life line and picked up buoy at 11.03-27, time 1 min 30 sec. About 11.30 called up topgallant. While picking up fore topgallant mast the weight of rigging and strain on fore yard track carried away the mast just above the band. Lowered the wreck of the mast and found the wood of the spar weak and heavily decayed.

Geo. R. Colburn
Lieutenant U.S.N.

Mid to 4 P.M.

Clear. Bazy. Light to gentle breeze from S.W. and North. Commander R. B. Bradford, U.S.N., continued the inspection. All hammocks were swung and afterwards the apprentice divisions were called to quarters and individually questioned by the inspecting officer. At 2.10 Comdr Bradford left the ship. At 1.15 finished pivoting to flood. Banded fire under boiler B.

From 4 to 8 P.M.

Gentle breeze to light air from S by E. to S.W. Fair and pleasant. Riding to flood tide. Wm. J. Polye, B.M. vol., returned over time.

Geo. R. Colburn
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Clear. Light air and breeze from N.W. at 8.15 finished pivoting to ebb. At 11.30 started fire under boiler B. & D. fire. Tracked under boiler B.

J. B. Moilton
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex
Moved to lost dock, Navy Yard, New York
Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Rep. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1	1	3	Ch	N. E. by N.	Calan	0		30.24	70	67	62	f.	None	10	
2	1	0	"	"	"	0		30.22	70	67	62	"	"	10	
3		8	"	"	N. W.	1		30.22	70	67	62	L.C.M.	cu.	6	
4			Drizzling	N. E.	Calan	0		30.20	70	67	62	"	"	8	
5			Under way	Various	"	0		30.20	69	66	62	"	"	8	
6			Moved to dock, Navy Yard	"	"	0		30.21	69	68	64	"	"	8	
7			"	"	"	0		30.21	69	69	61	"	"	7	
8			"	"	"	0		30.21	70	70	60	"	"	7	
9			"	"	N. N. E.	1		30.20	72	70	68	"	cir. cu.	7	
10			"	"	"	1		30.18	74	78	68	"	"	7	
11			"	"	"	1		30.15	78	80	70	"	"	6	
Noon.			"	"	"	1		30.13	78	79	70	"	"	6	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "
 { Longitude by D. R. " " "
 { Latitude by observations of ☉ " " "
 { Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. { Latitude by " " "
 { Longitude by " " "

Position at 8 P. M. { Latitude by " " "
 { Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 1700 gallons.

Water during the preceding 24 hours, " "

Water remaining on hand fit for use at Noon, 1700 " "

Coal consumed during the preceding 24 hours, 1 tons 1000 lbs.

Coal remaining on hand at Noon, 33 " 1465 "

P. M.															
1			Moved to dock	N. E.	3			30.10	80	79	70	f. c.	dis. cu.	6	
2			"	Calan	0			30.08	80	79	70	"	"	4	
3			"	N. E.	1			30.06	80	79	70	"	"	4	
4			"	S. S. E.	3			30.06	80	79	70	"	"	6	
5			"	"	2			30.08	80	76	68	"	"	6	
6			"	"	2			30.08	78	76	68	"	"	6	
7			"	"	3			30.11	74	73	69	"	"	6	
8			"	"	2			30.12	74	72	69	"	"	2	
9			"	Calan	0			30.14	74	70	68	"	dis.	9	
10			"	"	0			30.16	74	70	67	f.	None	10	
11			"	"	0			30.16	74	70	66	L.C.	dis. cu.	9	
Mid.			"	"	0			30.16	74	70	66	f.	None	10	

under the command of

Commander Lewis P Kingsley
Wednesday, June 19th

, U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced to 4 A.M.

Weather clear. Looking up toward end of watch. Calm to light air. from N.W. Barometer falling. At 3.40 commenced swinging to flood tide. Distilling. Fires started under Boilers 13 C. & D.

W. B. Whitelary
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather fair and warm. at 4⁴⁵ got under way and stood down river for Navy Yard. At 6⁴⁵ made fast; port side to dock on (Port) at side (Starboard) Navy Yard. Head of the Chicago. Allowed fires to die out.

Geo. R. Black
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather light air from N.W. & finished moving to Boat Dock. By order of Commanding Officer, 1st Lieut. (B. M. & C.) was awarded five (5) days solitary confinement for head and quarters for absence without leave.

J. B. Purcell
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair. Quite large from N.E. to calm. Barometer falling. Subst. square sail. The following Navy Yard workmen were at work in Engineers Dept. - 1 leading man, 2 machinists and one helper.

W. B. Whitelary
Lieutenant U. S. N.

From 4 to 8 P.M.

Cloudy to clear. Light to quite large from S.W. & E.

J. B. Purcell
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear. calm. Barometer steady. By order of Commanding Officer, 1st Lieut. (B. M. & C.) was placed in double Eons. for 5 days for striking an other person in the Navy.

W. B. Whitelary
Lieutenant U. S. N.

J. B. McIlroy
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to the Cat Rock, Navy Yard, New York
 Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.						Height in inches.	Ther. air'd.	Air Dry Bulb.	Air Wet Bulb.	Water at Surface.				
A. M.																			
1				Moved to Rock	Calan	0					30.15	75	70	66		h. w.	none	10	
2				"	"	0					30.14	75	71	67		"	"	10	
3				"	"	0					30.14	74	72	67		h. m. w.	"	10	
4				"	N. by E.	1					30.14	73	70	67		h. o. m. w.	in cum. str.	8	
5				"	Calan	0					30.15	73	70	67		"	dis.	9	
6				"	"	0					30.15	73	71	67		h. o. m.	"	9	
7				"	"	0					30.15	74	72	67		h. m.	none	10	
8				"	"	0					30.15	75	73	70		"	"	10	
9				"	"	0					30.14	76	74	70		"	"	10	
10				"	"	0					30.18	77	76	71		"	"	10	
11				"	"	0					30.18	78	76	72		"	"	10	
Noon.				"	"	0					30.13	81	77	72		"	"	10	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1400 "

Coal consumed during the preceding 24 hours,

tons 560 lbs.

Coal remaining on hand at Noon,

33 " 905 "

P. M.																
1				Moved to Rock	S. E.	2			30.10	82	80	74		h. o.	none	10
2				"	"	2			30.10	80	80	78		"	"	10
3				"	"	2			30.10	77	77	78		"	"	10
4				"	"	2			30.10	76	77	78		"	"	10
5				"	"	2			30.11	77	76	71		"	dis.	9
6				"	"	2			30.11	76	76	70		"	"	9
7				"	"	2			30.14	74	78	69		"	in cum.	7
8				"	S. by E.	1			30.18	76	78	69		"	"	7
9				"	"	1			30.18	76	78	69		"	none	10
10				"	S. E.	1			30.18	76	78	69		"	"	10
11				"	"	1			30.18	76	78	69		"	"	10
Mid.				"	"	1			30.18	76	72	69		"	"	10

under the command of

Commander Lino. P. Trigsley
Thursday, June 20th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Clear and calm. Misty toward end of watch.

R. D. Trigsley
Ensign U. S. N.

From 4 to 8 A.M.

Clear & bazy. Calm. Received on board in Dept. of Supplies and accounts - 102 1/2 lbs. each of fresh beef and vegetables - and 2 lbs. fresh bread.

J. B. Purcell
Lieutenant U. S. N.

From 8 A.M. to Mid.

Weather clear. Calm. Barometer steady at 30.0. Mustered crew at quarters. Discharged with favorable discharge from this vessel and the Naval Service Mr. Robert (Ch.) his term of enlistment having expired. The Board of Survey of which Comdr. Linton, U.S.N. was senior member, reported on board for survey of equipment articles. The Board of Survey of which Pay Inspector Whitehouse, U.S.N. was senior member reported on board for survey of pay-master's debt. Lieut J. B. Purcell, U.S.N. reported for duty on board of this vessel in accordance with the Departmental order of the 14th instant. The following were on board: 1 cook, 2 helpers, 6 boiler makers, 2 helpers and 1 boy.

W. B. Whitehouse
Lieutenant U. S. N.

Mid to 4 P.M.

Clear & pleasant. Calm & light breeze from S.E. Lieut J. B. Purcell, U.S.N. in obedience to Navy Dept. orders of June 18th was detached from this vessel and ordered to the U. S. S. Albatross at New Britain. Received from W. B. Purcell, U.S.N. in accordance with Bureau Nav. orders C. V. Trigsley, U.S.N. 1st & J. B. Whitehouse, U.S.N. 1st with their bags, hammocks, & necessary papers including C.B. 4925. Following Navy Yard was employed in Engineer Dept. 6 boiler makers, 4 machinists, & 3 helpers. Hoisted its steam launch. Rec'd from W. B. Purcell, U.S.N. new steam launch. Gave with enlistment record & transfer acts. Sent navigation log to Hydrographic Office via gun by order of Commandant of Navy Yard.

R. D. Trigsley
Ensign U. S. N.

From 4 to 8 P.M.

Weather clear, light air, to light breeze from S.E. to S.W. Barometer rising.

W. B. Whitehouse
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear. Light S.E. by air.

R. D. Trigsley
Ensign U. S. N.

J. B. McIlroy
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to the Cork Dock, Navy Yard, New York.
Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in Pths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Wet Bulb.	Water at Surface.		
A. M.				<i>Moved to Dock</i>	<i>Calum</i>	0			30.18	74	71	70		<i>None</i>	10
1				"	"	0			30.18	74	70	69		"	10
2				"	"	0			30.18	73	70	69		<i>L.C.M.</i>	8
3				"	"	0			30.18	72	70	69		<i>Sea.</i>	8
4				"	"	0			30.19	71	69	68		<i>Sea.</i>	6
5				"	"	0			30.19	71	70	68		"	7
6				"	<i>S.E.</i>	1			30.20	71	70	68		"	4
7				"	"	1			30.22	72	70	68		"	4
8				"	"	1			30.25	72	72	69		"	5
9				"	"	1			30.22	73	73	69		"	5
10				"	"	1			30.21	74	72	68		"	5
11				"	<i>East</i>	2			30.20	74	73	68		"	5
Noon.				"	"	2								"	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

470 gallons.

Water during the preceding 24 hours,

1070 "

Water remaining on hand fit for use at Noon,

tons 800 lbs.

Coal consumed during the preceding 24 hours,

33 " 105 "

Coal remaining on hand at Noon,

P. M.				<i>Moved to Dock</i>	<i>S.E.</i>	2			30.20	74	74	73		<i>S.C. Sea.</i>	<i>None</i>
1				"	"	2			30.20	74	74	69		"	"
2				"	"	3			30.20	74	73	69		"	"
3				"	"	3			30.20	73	73	69		"	"
4				"	"	2			30.21	72	72	69		<i>S.C. Sea.</i>	<i>None</i>
5				"	"	2			30.20	72	72	69		"	"
6				"	"	2			30.17	70	72	69		<i>S.C. Sea.</i>	<i>None</i>
7				"	"	3			30.18	71	70	69		<i>S.C.</i>	<i>None</i>
8				"	"	1			30.20	72	71	69		<i>S.C. Sea.</i>	
9				"	"	1			30.19	72	70	69		"	
10				"	"	1			30.20	73	70	69		"	
11				"	"	2			30.20	72	70	69		"	
Mid.				"	"	2								"	

under the command of

Commander Fries, Kingsley
Friday, June 21st

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Wind. to 4 A.M.

Calce & misty. Barometer steady.

N. M. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather fair, misty about horizon. Calce to light air. from S. E. Barometer rising. Rec. in Dept. of supplies and accounts. 1/2 1/2 lbs. beef and vegetables, and Pills, food.

W. B. Whittelsey
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair & pleasant. Light air. and breeze from S. E. to East. The following Navy Yard workmen employed on board in Steam Eng. Dept. 6 boiler makers, 3 machinists. & 1 electrician. Recd from Navy Yard in construction one 1st cutter with 1st adaro, running stanchion, & flag staffs, 2 boat hooks, 12 van, 1 rudder, 1 tiller, & 1 hatchet. 1 food & 1 after lost board.

Turned into store at Navy Yard old 1st cutter with all her fittings, except rars, took boiler out of steam launch & landed on dock for overhauling. at 9.30 A. M. D. D. Commenced cargo to yard and moved. Pay Clerk W. L. Waldman granted me weeks leave from this date.

R. H. Fildale
Ensign U. S. N.

From Merid to 4 P.M.

Overcast and misty. light to gentle breeze from S. E. 13 Navy Yard workmen on board in Dept. Steam Engineering

N. M. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Light drizzling rain first part. Navy Yard workmen left the ship.

R. H. Fildale
Ensign U. S. N.

From 8 P.M. to Midnight

Misty; light air. from S. E.

N. M. Coleman
Ensign U. S. N.

J. B. McIlton
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES

Ship, Essex
Moved to the Boat Dock, Navy Yard, New York.
 Period, Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.				<i>Moved to Dock</i>	<i>S. E. S.</i>		1				30.12	72	69	67				0.	<i>main.</i>	0	
1				"	"		1				30.20	72	69	67				<i>0.5</i>	"	0	
2				"	"		1				30.19	72	68	66				"	"	0	
3				"	"		1				30.18	72	68	66				"	"	0	
4				"	"		1				30.17	71	70	68				"	"	0	
5				"	"		1				30.17	71	69	68				"	"	0	
6				"	"		1				30.18	71	69	68				<i>h.c.p.</i>	"	2	
7				"	<i>S. E.</i>		2				30.18	70	69	67				"	"	2	
8				"	<i>South</i>		2				30.18	70	69	67				<i>o.c.</i>	"	0	
9				"	"		2				30.18	70	69	66				"	"	0	
10				"	"		2				30.18	72	71	68				"	<i>dir.</i>	0	
11				"	"		3				30.18	73	72	69				"	"	0	
Noon.				"	"		3											"	"	0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"	variation used, 0

Water expended during the preceding 24 hours,

1000 gallons.

Water *received* during the preceding 24 hours,

3150 "

Water remaining on hand fit for use at Noon,

3150 "

Coal consumed during the preceding 24 hours,

tons 800 lbs.

Coal remaining on hand at Noon,

32 " 1545 "

P. M.				<i>Moved to Dock</i>	<i>South</i>	2					30.18	74	73	69				0.	<i>main.</i>		
1				"	"	1					30.18	74	73	69				"	<i>dir.</i>		
2				"	"	1					30.14	73	73	69				"	"		
3				"	"	1					30.13	73	73	69				"	"		
4				"	<i>S. E.</i>	2					30.14	73	72	69				<i>o.c.h.</i>	<i>main.</i>		
5				"	"	1					30.13	73	72	70				"	"		
6				"	<i>S. S. E.</i>	1					30.14	72	72	69				"	"		
7				"	"	1					30.14	70	70	68				"	"		
8				"	<i>S.</i>	1					30.14	72	72	69				0.	<i>dir.</i>		
9				"	"	1					30.14	72	72	69				"	"		
10				"	<i>S. S. E.</i>	1					30.14	74	70	69				"	"		
11				"	"	1					30.14	74	70	69				"	"		
Mid.				"	"	1					30.14	74	70	69				"	"		

under the command of

Commander Louis C. Ringley
Saturday, June 22nd

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences, & until 4 P.M.

Light air from S. S. E. Overcast, with light passing rain showers.

Geo. R. Black
Lieutenant W. S. N.

From 4 to 8 P.M.

Generally overcast & cloudy. Light passing showers during latter part of watch. Light air, & breeze from S. S. E. to S. E. Read in Log Book, for issue to the crew the following fresh provisions: 97 lbs. beef, 97 lbs. vegetables & 99 lbs. bread.

R. D. Hale
Ensign W. S. N.

From 8 A.M. to Mid.

Overcast & heavy. Light to gentle breeze from S. Received 3/0 gals. fresh water from Hooksett. Turned into the port of the Library books and received on board Navigation Books in Bureau of Equipment. Forward Rig and exercised pulling single latched. Lieut. N. B. Whittelsey left ship on 7 days leave. Board of Review in Dept. of Steam Engineering. Current on board. 1/2 yard workmen in Dept. of Steam Engineering. Three on board.

N. M. Holman
Ensign W. S. N.

From Mid. to 4 P.M.

Light breeze to light air from South. Overcast and pleasant. Navy Yard workmen work on board at work in Engineers Dept, 3 mechanics, 1 helper, 6 boiler-makers & 2 helpers.

Geo. R. Black
Lieutenant W. S. N.

From 4 to 8 P.M.

Cloudy & misty. Generally overcast, light breeze to light air from S. E. to S. S. E. P. & Sprung (17m) left ship on 3 days leave. 1/2 Navy Yard workmen in Dept. Went. Beginning engaged in work on board.

N. M. Holman
Ensign W. S. N.

From 8 P.M. to Mid.

Light air from S. and S. S. E. Overcast and pleasant.

Geo. R. Black
Lieutenant W. S. N.

J. B. McIlwain
Lieutenant W. S. N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to the Lab Dock, Navy Yard, New York
Ship Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		BAROMETER TEMPERATURE.						State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.	Moel.	Lowest.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				<i>Moved to Dock</i>	<i>S. S. E.</i>	1			30.18	66	69	68				0
1				"	"	1			30.20	66	69	68				0
2				"	"	1			30.19	66	69	68				0
3				"	<i>S. S. E.</i>	1			30.19	67	68	67				0
4				"	<i>S. S. E.</i>	0			30.13	73	71	69	<i>S. C. M.</i>	<i>green</i>		0
5				"	<i>S. S. E.</i>	1			30.13	74	71	69	"	"		0
6				"	<i>S. S. E.</i>	1			30.13	74	72	70	"	"		0
7				"	<i>S. S. E.</i>	1			30.13	74	72	70	"	"		0
8				"	"	2			30.13	74	74	72	<i>S. C.</i>	<i>green</i>		0
9				"	"	2			30.13	74	74	72	"	"		0
10				"	<i>S. S. E.</i>	2			30.11	76	75	72	"	"		0
11				"	"	2			30.09	78	76	72	"	"		0
Noon.				"	"	2							"	"		0

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

350 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

tons 800 lbs.

Coal remaining on hand at Noon,

32 " 745 "

P. M.				<i>Moved to Dock</i>	<i>S. S. E.</i>	2			30.09	78	77	73	<i>S. C.</i>	<i>green</i>		0
1				"	"	2			30.09	78	78	73	"	"		0
2				"	<i>S. S. E.</i>	3			30.04	78	76	72	"	"		0
3				"	"	3			30.04	78	75	71	"	"		0
4				"	"	3			30.04	78	75	71	"	"		0
5				"	"	3			30.03	76	75	71	"	"		0
6				"	<i>S. S. E.</i>	3			30.04	76	75	73	"	"		0
7				"	"	3			30.06	78	74	72	"	"		0
8				"	"	1			30.06	78	74	71	"	"		0
9				"	"	1			30.06	78	74	71	"	"		0
10				"	<i>S. S. E.</i>	0			30.08	76	73	71	"	"		0
11				"	<i>S. S. E.</i>	1			30.08	76	74	72	"	"		0
Mid.				"	"	1							"	"		0

under the command of

Commander Louis. Stimpsey
Sunday June 23rd

, U. S. Navy,
1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence + until 4 P.M.

Light air, from S. by E. + Smith; clear coast + pleasant, sailing at end.

J. B. Aubrey
Lieutenant U. S. N.

From 4 to 8 P.M.

Calmer to light air, from N. by N. to S. N. Paid in Dept. of Supplies and Accounts - 97 lbs. fresh meat and vegetables, and 79 lbs. fresh bread.

M. C. Coleman
Ensign U. S. N.

From 8 A.M. to Mid.

Light breeze from S. N. and N. by N. Fair and warm. at 9.30 mustered crew at quarters. Com'dy Officer inspected crew and ship. Sent church parties to Catholic services on the Vermont and Protestant service in Library Building. J. M. Hall (Carpenter) left the ship on four (4) days leave.

Geo. R. Coleman
Lieutenant U. S. N.

Mid. to 4 P.M.

Light to gentle breeze from South and S. by E. Clear to fair + warm. Liberty party went on shore. Sent visiting parties to the U. S. S. Atlanta + Republican. The visiting party returned from the Atlanta.

J. B. Aubrey
Lieutenant U. S. N.

From 4 to 8 P.M.

Smith breeze from S. by E. and S. by N. Partly cloudy and pleasant. Sent a church party to the Library Building.

Geo. R. Coleman
Lieutenant U. S. N.

From 8 P.M. to Mid.

Light air, from S. by N. calmer & lower. Fair to gay and pleasant.

J. B. Aubrey
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Cork Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			BAROMETER. TEMPERATURE.						State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water Surface.				
A. M.				<i>Moved to Dock</i>	<i>Calcut</i>	0			30.0	76	72	70		<i>L.C.</i>	<i>air</i>	9	
1				"	"	0			30.0	76	72	69		<i>L.M.</i>	<i>sun</i>	10	
2				"	<i>E. N. E.</i>	1			30.0	74	70	68		<i>S. f.</i>	"	10	
3				"	<i>S. E.</i>	1			30.0	74	70	68		"	"	10	
4				"	"	1			30.09	73	71	69		"	"	10	
5				"	<i>Calcut</i>	0			30.0	73	71	70		<i>L.C. H.</i>	<i>sun</i>	8	
6				"	"	0			30.11	73	72	70		"	"	6	
7				"	"	0			30.11	74	73	71		"	"	6	
8				"	<i>S. S. W.</i>	1			30.11	75	74	70		<i>L.C.</i>	"	6	
9				"	"	1			30.11	75	74	70		"	"	6	
10				"	"	1			30.12	77	75	71		"	"	7	
11				"	<i>South</i>	2			30.10	78	75	71		"	<i>air sun</i>	8	
Noon.																	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "
 Position at 8 A. M. Latitude by 0 " "
 Longitude by 0 " "
 Position at 8 P. M. Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, 2100 "

Water remaining on hand fit for use at Noon, 2100 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, 32 " 1545 "

P. M.																	
1			<i>Moved to Dock</i>	<i>S. S. E.</i>	2				30.06	78	77	75		<i>L.C.</i>	<i>air</i>	8	
2			"	"	1				30.06	78	78	74		"	"	8	
3			"	"	2				30.04	80	78	74		"	<i>air sun</i>	7	
4			"	"	2				30.04	83	76	74		"	"	2	
5			"	"	2				30.06	76	74	72		<i>a.c.t.h.</i>	<i>air sun</i>	2	
6			"	<i>N. by E.</i>	3				30.11	70	73	70		<i>a.c.t.h. r.</i>	"	2	
7			"	"	2				30.09	73	73	69		"	"	2	
8			"	"	2				30.08	73	71	69		<i>S. a. r.</i>	"	2	
9			"	<i>S. W.</i>	1				30.11	74	72	69		<i>a.c.d.</i>	<i>air sun</i>	0	
10			"	<i>S. by E.</i>	2				30.11	74	72	69		"	"	0	
11			"	<i>Calcut</i>	0				30.11	74	72	69		<i>S. a. M.</i>	"	0	
Mid.			"	<i>S. S. W.</i>	1				30.11	74	71	69		"	"	0	

under the command of

under the command of Commander Louis. Kingsley
Monday, June 24th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 A.M.

Calms to light N.E. by air. Generally foggy + overcast with fog last part of watch. R.B. 10/11

R. D. Girdle
 Esq. W. L. N.

From 4 to 8 A.M.

Light air from N.E. first four, calm during remainder of watch
Partly cloudy and foggy with fog first four John Johnson (U.S. S. C.)
returned from leave. Received no board in Bay Sept. 197 lbs. fresh beef and
vegetables and 79 lbs. fresh head.

Geo. R. Baker
Lieutenant U. S. M.

Q. from 8 A.M. to Merid.

Light air to light breeze from S.W. about. Fair to clear & warm. Mustered and inspected at 9.30, were absent without leave. Issued clean bags to apprentices, and scrubbed dirty ones. By order of Landing Officer, released from confinement Mr. Jolyon (B.M. #2) and L.M. #1 Eddy (B.M. #1). Two tins of paint for painting foremast, Surgeon S.M. Hancock reported no board for duty in obedience to the Landing Officer of June 8th/89. Received in Ordnance Dept. of 2 vessels from Rev. Mr. Cooper at N.Y. Navy Yard, 2 great guns, targets, 2 sets of target wings, 25 targets, B. 10 gals. Glycerine + 6 gals. cleaning oil. One Reading room, 2 machines, 1 helper, 6 Boiler makers, 2 stokers at work in steam engine department, 2 Caulkers, 2 Plumbers, + 3 shut iron workers. In Ammunition Dept.

J. H. [Signature]

Libby
Lieutenant W. S. M.

From Merid. to 4 PM.

Order to classify her pleasant light & b. bly huge. Discharged from his vessel & the Naval Service A.A. King, (App. 3rd) by purchase under provisions of Keel Order 414 & by order of Bureau of Navigation. Sent on board from U. S. P. & V. Vessel with subaltern Captain & transient Account. Jackson & How (Mudell). As Board of Survey of which Captain Keel's class, U. S. N. was senior member but no board & surveyed articles in Ordnance & Navigation (except): another board of Survey of which Lieut. W. H. Mitchell, U. S. N. was senior member but no survey articles in Equipment. The following heavy yard workmen were employed on board those in plain Engineering Dept. & in previous. water 11 blunders, 4 inside ship cutters & 10 caulking employed in overhauling head pumps, taking caulkings, lining head room & caulking boiler deck. Machinery G. C. Nicholls, granted no work hour of absence

R. D. Smith

R. D. Goodale
 Design L. S. B.

From 4 to 8 P.M.

Light to gentle breeze from S.W. & W. by N. Overcast with thunder and lightning & rain but then less. At 4.30 rain had ceased. Began to clear and turned in somewhat fog. Heavy fog workmen on board as in last watch sent 400.

From 8 P.M. to Mid.

Overcast and cloudy. Light drizzling rain first part. Balm and light N.W. + S.W. winds.

R. S. Indale
Ensign U. S. N.

J. B. Meilte, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to the Cork Dock, Navy Yard, New York.
Spred Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.	Ther. air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.				<i>Moved to Dock</i>	<i>Calcu</i>		0			30.11	74	71	70			<i>bc.</i>	<i>cum. N. E.</i>	0	
1				"	"		0			30.11	74	71	70			"	"	0	
2				"	"		0			30.11	74	71	70			<i>bc.</i>	<i>cum. N. E.</i>	3	
3				"	"		0			30.10	74	71	69			"	"	3	
4				"	"		0			30.11	74	71	69			<i>bc. N. E.</i>	<i>cum. N. E.</i>	8	
5				"	"		0			30.11	74	71	69			<i>bc. N. E.</i>	"	4	
6				"	"		0			30.11	74	71	69			"	<i>cum. N. E.</i>	4	
7				"	"		0			30.11	74	71	69			"	"	4	
8				"	"		0			30.11	74	71	69			"	"	4	
9				"	"		0			30.11	74	71	69			"	"	4	
10				"	"		0			30.11	74	71	69			"	"	4	
11				"	"		0			30.11	74	71	69			"	"	4	
Noon.				"	"		0			30.11	74	71	69			"	"	4	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at Noon, 1200 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, 32 15 45 "

P. M.				<i>Moved to Dock</i>	<i>Calcu</i>	0				30.10	78	77	74			<i>bc.</i>	<i>bc. cum.</i>	7	
1				"	"	0				30.10	79	77	74			"	"	8	
2				"	<i>S. N.</i>	1				30.08	80	77	74			"	"	8	
3				"	<i>Calcu</i>	0				30.08	80	77	74			"	"	8	
4				"	<i>S. N.</i>	1				30.06	79	78	73			"	"	8	
5				"	"	1				30.08	78	76	73			"	"	8	
6				"	"	2				30.10	77	76	73			"	"	8	
7				"	"	2				30.10	77	76	73			"	"	8	
8				"	"	2				30.11	76	75	73			"	"	8	
9				"	"	2				30.12	76	74	72			"	"	8	
10				"	<i>S. N. by N.</i>	1				30.12	77	74	72			"	"	8	
11				"	<i>S. N. by E.</i>	1				30.12	77	74	72			"	<i>cum. N. E.</i>	8	
Mid.				"	"	1				30.12	76	74	72			"	"	8	

Commander Louis Tiegeler
Tuesday, Jan 2 1844,

, U. S. Navy,
1894.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 P.M.

blue & overcast first part, clearing toward last part of watch. RNC

R. N. Coleman
Esquire W. J. N.

From 4 to 8 A.M.

Before cloudy & misty with light passing showers first hour. Learned not
morning milder. Drove to a park to Dr. Liberty were returned
D. A. H.

Libby,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair. local. Expended at Development & putting up dillon. Discharged
 from this vessel and Naval Service to the Hydrographic Bureau as an unemployed
 person for the Naval Service, and Bureau order of May 28/1896. Purchased in store
 the following Equipment (except) articles, 1 meteorological Barometer, 1 boat compass
 and 1 chronometer No. 1. Paid the following price in Equipment, 24 lead lines, 2 sets
 line trap, 2 1/2 yds cotton canvas 1 x 18 80 yds. 1/2 flax canvas, 2 yds. wicks circular & lbo.
 spare wick, 48 chimneys, 66 d globes, 24 1/2 d globes, 18 brass tools, 12 shags circular 3/4 x 1 1/2,
 12 shags Euro 4 1/2 x 10 1/2 better flax. 3 stn coping wick, 6 vials red ink, 26 vials. Writing paper
 1 heavy gold paper, 1 heavy roller tank, 1 steel mace, 1 lamp scissors, 1 lamp cutting
 1 cut upbealer. No 1 signal number 18 1 signal no 19 1 signal no 21 and 2 No 22. Receipts No 6. On
 following day yard at New Zealand engaged in work in Fleet Aug 1st, 1896. 10000000. Headings
 P. 1st 1st meeting 4 holders, in construction 10 canelers. 8 clunkers and 3 inside 1st
 fitting. By order of Comd'g Officer, John Green Esq, placed in possession for 3 days
 for trial and water for being about from ship without permission.

R. D. Tinsdale
Cincinnati, O.

Mem'd to 4 P.M.

Clear + warm, calm to light air. From S.W. The following heavy land workmen
were engaged in work on board, 16 in Dept. Steam Engineering, 10 carpenters, and
2 reliable ship fitters.

W. H. Coleman
Esquire, D. M.

From 4 to 8 PM.

[illegible]

R. T. Hale
Esq. W. D. N.

From P.M. to Mid.

Clear & pleasant; light breeze to light air. - from S. by E. to S. by E. ^{W.D.}

W. A. Coleman
Ensign U. S. N.

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Leob Dock, Navy Yard, New York
Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Force of Current, in Miles.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.					
A. M.																	
1				Moved to Dock	Calcut	0		30.14	76	72	70			F.C.M.	mist.		7
2				"	S. N. E.	2		30.16	74	72	70			F.C.M.	clear.		0
3				"	East	1		30.18	74	71	69			"	"		0
4				"	"	1		30.18	73	70	68			"	"		0
5				"	"	1		30.18	73	70	68			"	"		0
6				"	S. N. E.	2		30.18	73	70	68			"	"		0
7				"	"	2		30.20	73	69	67			"	"		0
8				"	"	2		30.21	71	69	67			"	"		0
9				"	"	2		30.21	72	70	68			"	"		0
10				"	"	2		30.22	73	71	68			"	"		1
11				"	East	0		30.21	74	72	69			"	"		1
Noon.				"	"	0		30.21	75	73	69			F.C.	air clear.		2

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

1900 "

Water remaining on hand fit for use at Noon,

tons 800 lbs.

Coal consumed during the preceding 24 hours,

32 " 745 "

Coal remaining on hand at Noon,

P. M.				<i>Moved to Dock</i>	<i>D. by N.</i>	2		30.20	79	73	69					F.C.	air clear		2
1				"	"	2		30.20	79	73	69					"	"		2
2				"	"	2		30.18	78	73	69					"	"		2
3				"	"	3		30.18	74	73	69					"	"		2
4				"	"	2		30.17	73	72	68					O.M.	air, mist		1
5				"	"	1		30.09	71	70	66					"	"		1
6				"	"	2		30.09	70	69	65					"	"		1
7				"	<i>C. S. E.</i>	1		30.20	70	69	66					"	"		1
8				"	<i>S. E.</i>	2		30.20	70	69	67					O.C.M.	air		0
9				"	"	3		30.20	70	69	66					"	"		0
10				"	"	3		30.20	70	69	66					"	"		0
11				"	"	2		30.20	69	69	66					"	"		0
Mid.				"	"	2													

under the command of *Commander Louis P. Giegley*, U. S. Navy,
Wednesday, June 26th, 1891.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Mid to 4 P.M.

Overcast, cloudy + foggy. cooled to light breeze from S.W. & Barometer rising.

June 4 to 8 A.M.

Overcast & cloudy. Light breeze from S.W. B. Bird in Cay left for home to crew following fresh provisions, 97 lbs. vegetables, 94 lbs. meat & 79 lbs. bread.

From 8 A.M. to Merid.

Cloudy weather, light to gentle breeze from S.W. to E. Turned into store in Dept. of Ordnance the following, 1 box 8 lbs. cases, 26 boxes 6 lbs. cases + 50 boxes 4 in. cases, all except the 26 boxes construction and repairs, recd. Following stores; 19 lbs. (1 lb. round) 1/4, 3/8, 1/2, 1 lb. flat 1 1/4, 1 lb. flat 2 1/2, 1 lb. square flat, 3 lb. brass knips & gun brass screws, 8 lbs. copper tacks, 24 screws 2 1/2, 50 sheets sand paper #1, 20 sheets #2 sheets, 2 1/2 x 3 water wins + 4 wash bowls. The following hand workmen were engaged in work on this ship, 10 caulkers, 1 planker, 2 inside ship fitters, 10 men in Dept. of Steam Engineering, 3 sheet iron workers, 5 outside ship fitters, 2 carpenters + 2 joiners. A Medical Board of Enquiry of which Surgeon Dieffenbach U.S.N. was senior member held a survey of service logg & c. on board

From merid. to 4 P.M.

tolerably pleasant, light breeze from S. by W. crews engaged in overhauling
lost tools & getting in stores. Read in Equiptment the following articles:
#10. Roundline, 18 in. cable ties, 120 black tags, 50 yds. 1/2 in. sawed, 80 yds.
#4 canvas, 40 yds. #8 4 yds. #2 flax 4 yds. #4 flax, 8 yds. #7 flax, 50 sewing needles.
#16, 8 needles 4 thread #16 8 needles. #2 thread #9, 8 needles, 10 thread #8, 2 yds. rigging
walton, 1/2 reams for leaders & 8 cork gaskets. The following heavy food workmen
engaged on board: 14 caulkers, 8 inside ship fitters, 2 carpenters, 2 joiners, 1 sheet iron
worker, 2 inside ship fitters - Equipt. Dept. 2 machinists, 1 heading man, 8 boiler
makers - & 4 helpers.

From 4 to 8 P.M.

Cloudy + misty; light air to gentle breeze from N. to S. E. The
fumes from workmen on board until 4.15 at which the 8th merid. water chis-
el was used. N. D. Col. Eng. a

From 8 AM. to Mid.

Overcast & cool; light to gentle breeze from N.E. Barometer steady

J. B. Milton, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis. Ringley
Thursday, June 27th

, U. S. Navy,
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A.M.

Light airs from S. E. Overcast, with drizzling rain last hour.

Geo. R. Allen

Lieutenant U. S. N.

From 4 to 8 A.M.

Drizzling rain with fog. Light airs from S. E. to E. S. E. J. Ellsworth returned from leave. Rec'd on board the following fresh provisions 97 lbs meat 49 lbs bread & 97 lbs vegetables.

N. D. Harleman

Design U. S. N.

From 8 A.M. to Merid.

Overcast, calmish light rain with heavy showers, latter part of watch. Light airs from S. E. Steady. Armament Navy Yard workmen engaged on board as follows: 14 caulkers, 10 blacksmiths, 30 heavy iron workers, 2 inside ship fitters, 1 outside ship fitters, 3 carpenters, 2 joiners, 1 painter, Engineering Dept., 8 boiler makers, 2 helpers, 1 boy, 2 machinists, 1 helper & leading stoker. At 1141, Lieutenant Frank Root Admiral's flag at Main mast and fired a salute of 13 guns. Followed by a salute of eleven guns, Navy Yard fired salute of thirteen guns.

L. M. Namee

Design U. S. N.

From Merid. to 4 P.M.

Light airs from S. E. Overcast and damp. Geo. Hall (Coffinmaker) returned from leave. Navy Yard workmen at work on board in Engineering Dept. as in forenoon watch. The Armament Dept. as follows: 14 caulkers, 10 blacksmiths, 30 heavy iron workers, 2 inside ship fitters, 3 carpenters & joiners, 1 painter. Discharged from this vessel and the Naval Service Martin Allen (B. N. S. C.) C. B. C. 10,080 and Peter Ross (C. B. C. 10,111), by reason of expiration of enlistment and Bureau order dated June 24th 1878.

Geo. R. Allen

Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and foggy with heavy rain last half hour of watch. Rec'd drafts of men from U. S. R. A. Vermont; H. Green (B. N. S. C.), G. R. Garret (B. N. S. C.), A. Lebowitz (Sea), J. G. Lindburg (Corp), J. Olson (Sea), A. Randall (Sea), J. C. Riche (Sea), W. Harris (Sea), W. G. Cleveland (B. N. S. C.), J. Martin (B. N. S. C.), J. Conway (B. N. S. C.), A. Rockwell (Mech), G. R. Allen (B. N. S. C.), J. B. Wittmeyer (B. N. S. C.), together with logs, saws, etc., clothing lists and necessary transfer papers, also C. O. C. numbered 9928 9963 11345 and 726. The Atlanta got underway & cleared out at 5.13. C. H. Hinton (B. N. S. C.) returned from leave. J. D. workmen engaged on board the same as in afternoon watch.

L. M. Namee

Design U. S. N.

From 8 P.M. to Merid.

Light breeze to light airs from N. by E. and E. N. E. Overcast and damp. Foggy during part of watch. Raining first hour.

Geo. R. Allen

Lieutenant U. S. N.

Examined and found to be correct.

J. B. Meilton,
Lieutenant U. S. N., Navigator.

Commodore Louis. A. Ringueley

, U. S. Navy,
1878.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 A.M.

Light air to light breeze from E.N.E. Overcast & misty.

From 4 to 8 A.M.

Overcast & foggy with passing showers. W. L. Holdman Bay left, returned from leave, also S. P. Wilkes (M.D. 3rd) & L. Schmitt (S.M. 1st) arrived in ship. Bubblic & Aerts. Fresh provisions as follows, 97 lbs. beef, 97 lbs. vegetables and 79 lbs. bread.

J. B. Luby,
Lieutenant U.S.N.

From 8 A.M. to Merid.

Light breeze from N.E. Overcast and misty. Bay of Biscay. Officer returned from confinement John Green (Sd), his term of confinement having expired. P. A. Holton (Sd), returned from leave. Many ship workmen were at work on board as follows: - construction & 1st, 10 caulkers, 2 plumb, 3 ship iron workers, 2 inside ship fitters, 3 carpenters, 2 engineers & 1st, 2 machinists, 1 leading man, 1 helper & boiler making, 2 helpers & 1 boy. At 11⁰⁰ the U.S.S. Albatross arrived at the yard with the Assistant Secretary of the Navy on board and exchanged salutes with the "Commodore" and the "Albatross" battery.

S. W. Ramey

Ensign U.S.N.

Merid. to 4 P.M.

Light breeze to light air from N.E. & N.W. Overcast with mist and drizzling rain at first gradually clearing during watch. Workmen in engine room, some the forework, 17 caulkers, 2 plumb, 3 ship iron workers, 2 inside ship fitters - and 3 carpenters in construction & 1st. Discharged from this vessel and the Naval Armory One (Sd) (M.D. 1st) and Edward Newman (Sd). By reason of irregularity of salutes.

Geo. R. Brown

Lieutenant U.S.N.

From 4 to 8 P.M.

Light breeze from E.N.E. until past four then calms. Fair & pleasant. Transferred to the U.S.S. Albatross Adolph Hoyer (Sd), Q. Adams (Sd), and C. Webb (Sd), with logs, hammocks, necessary transfer papers and two S.M.'s, Nos. 9978 & 10029 - belonging to the first two named respectively. Received from U.S.S. Albatross, Grad. V. Quin (Sd), with necessary transfer papers. Many ship workmen continued work until 8⁰⁰. Finished work on fore magazine flood cock.

J. B. Luby,

Lieutenant U.S.N.

From 8 P.M. to Merid.

Light air from S.E. Cloudy & slightly misty.

Geo. R. Brown

Lieutenant U.S.N.

J. B. Luby,

Lieutenant U.S.N.

J. B. McIlton,
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship, Essex
Moved to Coal Dock, Navy Yard, New York
Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Pop. of Clear Sky, in 10ths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				Moved to Dock	P.B.	1		30.24	74	71	69	v.c.f.	Smooth	0	
2				"	Calum	0		30.26	74	71	69	"	"	0	
3				"	"	0		30.26	74	71	69	"	"	0	
4				"	"	0		30.26	74	71	70	"	"	0	
5				"	"	0		30.29	73	71	70	"	"	0	
6				"	"	0		30.30	73	71	70	"	"	0	
7				"	"	0		30.31	73	71	70	"	"	0	
8				"	"	0		30.33	73	71	70	"	"	0	
9				"	"	0		30.34	73	71	71	"	"	0	
10				"	Pruth	1		30.34	73	71	71	f.c.	"	0	
11				"	"	1		30.34	73	74	71	"	Clear	2	
Noon.				"	"	1		30.34	76	74	72	"	"	3	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by
 Longitude by

Position at 8 P. M. Latitude by
 Longitude by

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

tons 800 lbs.

Coal remaining on hand at Noon,

31 " 2185 "

P. M.																	
1				<i>Moved to Dock</i>	<i>Pruth</i>	1		30.32	76	74	72			<i>f.c.</i>	<i>Clear</i>	3	
2				"	"	1		30.32	76	74	72			"	"	3	
3				"	"	2		30.32	76	74	72			"	"	2	
4				"	"	2		30.32	76	73	71			<i>v.c.f.</i>	<i>Smooth</i>	0	
5				"	<i>Calum</i>	0		30.32	76	73	71			<i>v.c.</i>	"	0	
6				"	<i>Pruth</i>	2		30.32	74	74	72			<i>v.c.f.</i>	<i>Clear</i>	0	
7				"	<i>P.O.H.</i>	2		30.32	74	73	72			<i>v.c.</i>	"	0	
8				"	"	2		30.32	77	73	71			"	"	0	
9				"	"	1		30.33	76	72	71			"	"	0	
10				"	"	1		30.33	74	72	70			<i>f.c.</i>	<i>Smooth</i>	4	
11				"	"	1		30.32	73	71	70			"	<i>Clear</i>	6	
Mid.				"	<i>Calum</i>	1		30.33	72	72	71			"	"	9	

under the command of

Commander Lewis, P. Kingsley

, U. S. Navy,
1894.

Saturday, June 29th

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 P.M.

Overcast, cloudy & misty. Generally calm.

R.D. Tindale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and misty. Received no board in Bay. Diff. 97 lbs. vegetable, 97 lbs. fresh beef & 79 fresh head. G. Perry (U.S.N. val) returned from board.

Asst. R. Clark

From 8 A.M. to Mid.

Calmer and light air from South. Blandly & sultry. Heavy yard workmen in construction, 10 caulkers, 2 plumbers, 3 sheet iron workers, 1 inside ship fitter, & 3 carpenters, the Engineers, Dept. & machinists, landing men & helpers & boiler makers, 2 helpers, & 1 boy. Lieut. Buckingham leaving for D.D. & Alpha made an official visit to the B.O.

Lieutenant W.D.N.

From Mid. to 4 P.M.

Calmer to overcast. Light air. & breeze from South. Discharged with Honorable Discharge from this vessel & the Naval Service H. M. Earlson (Sigs.) and Robt. Berlie (Sigs.) by reason of expiration of enlistment & Bureau's order of June 24th P. Following heavy work employed on board in steam engine stopper, in forenoon water in construction, 10 caulkers, 4 plumbers, 2 sheet iron workers, 3 inside ship fitters, & 3 carpenters - sent 1st leather to yard for repairs. Board of survey of which Lieut. J. N. Kelly U.S.N. was, Dr. Munter reported on board for survey of steam boiler pump, board examined boiler & went to yard. Pump is badly repairs. And on board from heavy yard hydraulic for one ft. (2400 gals.) fresh water. Moved ship astern about 5 P.M. & re-secured.

R.D. Tindale
Ensign U.S.N.

From 4 to 8 P.M.

Calmer to light breeze from South & U.S.N. Overcast with heavy rain second & third hours. Accompanied by thunder & lightning. Heavy yard workmen on board until 1 o'clock as time lost water. Secured of coal lighter alongside on Starboard side.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Mid.

Blandly to clear weather. Light southerly air.

R.D. Tindale
Ensign U.S.N.

Examined and found to be correct.

J. B. McLean
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship Essex
Moved to West Dock, Navy Yard, New York

Wind Rate,

				WIND.			BAROMETER. TEMPERATURE.											
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.	Force.	Heel.	Leeway.	Barometer.		Temperature.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in fths.	State of the Sea.
									Height in inches.	Ther. at d.	Air.	Dry Bulb.	Wet Bulb.	Water at Surface.				
A. M.																		
1				Moved to Dock	Coalse	0			30.32	74	71	70		b. c. M.	air, calm		4	
2				"	"	0			30.20	74	71	70		"	"		0	
3				"	"	0			30.29	74	71	70		b. c. M.	air, calm		0	
4				"	"	0			30.29	74	71	70		b. c. d. M.	"		0	
5				"	"	0			30.30	73	71	70		b. c. M.	"		0	
6				"	"	0			30.30	70	71	70		"	"		0	
7				"	"	0			30.30	74	72	71		b. c. M.	"		4	
8				"	"	0			30.29	75	73	72		"	"		4	
9				"	"	0			30.31	74	73	72		b. c. M.	air, calm		0	
10				"	"	0			30.32	74	73	72		b. c. M.	air, calm		0	
11				"	Smith	1			30.28	75	73	71		b. c.	"		0	
Noon.				"	Coalse	0			30.26	76	72	70		b. c. M.	air, calm		0	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 Longitude by D. R. 0 " "
 Latitude by observations of ☉ 0 " "
 Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 3 A. M. { Latitude by 0 " "
 Longitude by 0 " "

Position at 3 P. M. { Latitude by 0 " "
 Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 250 gallons.

Water received during the preceding 24 hours, 2150 "

Water remaining on hand fit for use at Noon, 1700 "

Coal consumed during the preceding 24 hours, tons lbs.

Coal remaining on hand at Noon, 31 " 2185 "

P. M.																			
1				<i>Moved to Dock</i>	<i>O. by H.</i>	1			30.24	74	72	70				<i>b. c. M.</i>	<i>air, calm</i>	0	
2				"	"	1			30.22	74	72	70				<i>b. c. M.</i>	"	0	
3				"	"	1			30.22	74	72	70				<i>b. c. M.</i>	<i>air, calm</i>	3	
4				"	"	1			30.22	74	72	70				"	"	3	
5				"	"	1			30.16	74	74	71				"	"	3	
6				"	<i>E. by O.</i>	1			30.14	74	74	72				<i>b. c.</i>	"	2	
7				"	"	1			30.14	76	74	73				"	"	1	
8				"	<i>E. by E.</i>	1			30.11	76	74	72				<i>b. c.</i>	"	0	
9				"	"	1			30.11	78	75	73				<i>b. c. M.</i>	<i>air, calm</i>	0	
10				"	<i>Coalse</i>	0			30.08	78	74	73				"	"	0	
11				"	"	0			30.06	78	73	72				"	"	0	
Mid.				"	<i>H. E.</i>	1			30.06	78	72	70				"	"	0	

under the command of

Louis Tinsley
Sunday, June 30th

U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid to 4 A.M.

Clear & misty, drizzling rain during last hour.

N. P. Coleman
Ensign U.S.N.

From 4 to 8 A.M.

Clear, cloudy, misty & damps with rain showers first half, breeze not morning riding. Received 10 lbs. fresh meat & 10 lbs. vegetables. 89 lbs. feed.

J. B. Luby
Ensign U.S.N.

From 8 A.M. to Mid.

Overcast & cloudy. Passing rain showers, 2nd & last hour. Generally calm, at 7.20 minutes at quarter. A. N. Levern (App. 1st) absent without permission. Sent Postmaster & Catholic Church portion of crew & apprentices to look at rock library & R. P. Vernon respectively to attend three services.

R. D. Wadale
Ensign U.S.N.

From Mid to 4 P.M.

Cloudy, light air from S. by W. but wind on fore yard & made preparations for heaving ship.

N. P. Coleman
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy to overcast. Light southerly to easterly air.

R. D. Wadale
Ensign U.S.N.

From 8 P.M. to Mid.

Clear, light air from E. N. E. Overcast with drizzling rain.

N. P. Coleman
Ensign U.S.N.

Approved

Louis Tinsley
Commander U. S. N. Commanding.

Examined and found to be correct.

J. B. Milton, Navigator.
Lieutenant U. S. N.

LOG of the UNITED STATES

Ship Essex
Moved to Coal Dock, Navy Yard, New York.
Wind Rate,

WIND.										BAROMETER.					TEMPERATURE.			State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.	
Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	Direction by Standard Compass.		Force.	Heel.	Leeway.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.								
A. M.																						
1				Moved to Dock	N. N. E.		1			30.03	77	72	70			O. C. M.	humb.					
2				"	"		1			30.03	76	71	69			F. C.	am.					
3				"	"		2			30.01	76	69	68			O. C. M.	humb.					
4				"	"		1			30.01	75	68	67			"	"					
5				"	Wreck		1			30.04	73	69	68			"	"					
6				"	"		1			30.04	72	69	68			O. C. M.	"					
7				"	"		2			30.08	72	69	68			"	"					
8				"	"		2			30.08	72	69	67			"	"					
9				"	"		2			30.10	71	68	66			"	"					
10				"	"		2			30.10	72	69	66			F. C.	dis. cum.					
11				"	"		2			30.11	72	71	67			"	"					
Noon.				"	"		2			30.10	74	72	68			"	dis. cum. humb.					

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: Latitude by D. R. 0 " "

Longitude by D. R. 0 " "

Latitude by observations of ☉ 0 " "

Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. Latitude by 0 " "

Longitude by 0 " "

Position at 8 P. M. Latitude by 0 " "

Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, 2600 "

Water remaining on hand fit for use at Noon, tons 800 lbs.

Coal consumed during the preceding 24 hours, 163 " 367 "

Coal remaining on hand at Noon,

P. M.																		
1				Moved to Dock	N. N. E.		2			30.08	74	72	68		F. C.	dis. cum.		5
2				"	"		2			30.08	76	73	69		"	"		6
3				"	"		2			30.08	76	73	69		"	"		4
4				"	"		2			30.08	76	74	68		"	"		2
5				"	"		2			30.07	76	74	67		"	"		0
6				"	"		2			30.07	76	73	66		"	"		0
7				"	"		2			30.08	76	72	67		"	"		0
8				"	"		1			30.10	76	72	67		"	"		0
9				"	"		1			30.10	77	71	66		"	"		0
10				"	"		2			30.14	77	70	66		"	dis.		4
11				"	"		2			30.14	76	69	66		"	"		6
Mid.				"	"		2			30.16	74	69	66		"	dis. cum.		6

under the command of Commander Louis. T. Ingley
Monday, July 1st

, U. S. Navy,
1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Mid. to 4 a.m.

Generally overcast with light rain. Light air, from N.W. E. Steady barometer

L. McNamee
Singer E. O. H.

From 4 to 8 A.M.

Overcast and cloudy. Light drizzling rain 1st hour, partly light air & breeze from North. At 4 P.M. began coating ship. Rained in Day light for hours to crew following fresh provisions, 89 lbs. bread 103 lbs. tuff 100 lbs. vegetables. A. Mearns (off 401) returned on board.

R. D. Hissale
Ensign U. S. N.

From 8 A.M. to Sunset.

Cloudy, clearing at times; light breeze from North. Read on board as left
Esquimaux 8/01 ¹²¹⁰₁₂₀₀ P.M. cool. The following Navy Yard workmen were engaged in
work on board, 7 caulkers, 4 plumbers, 1 sheet iron worker, 2 inside ship fitters, 3 outside
ship fitters, 3 helpers, 3 carpenters, 2 joiners & 6 painters. The department of Engineering
9 boiler makers, 1 helper, 1 try, 1 machinist and, leading man Medical Board of which
Surgeon R.B. Owens, U.S.N. was, senior member reported on board for examination of
Robert Henry Fox of Port Isaac. Lieut L.R. Clark, U.S.N. left the ship on my weekly leave.

N. N. Coleman
Ensign U. S. N.

From Merid to 4 P.M.

Clear & Pleasant light breeze from S.W. & Shady barometer 30.00 in. (C. No. 2)
 + J. B. Johnson (His) left on one week leave by order of Bureau of Navigation sent
 all appointments on two weeks leave with the following exceptions: M. Bridge,
 E. D. Swart, D. B. Bury, Finley A. M. Peterson, J. M. Brewster, M. Schroder & C. McKim C.
 New York workmen engaged on board as follows: Ammunition, 14 coal heavers, 1 plank
 & 1 hatch fire workmen, 1 inside ship fitter, 3 outside ship fitters - 3 helpers, 3 carpenters,
 1 joiner, & 1 painter, Steam Engineering 9 boiler makers, 1 helper, 1 try, 1 machinist, 1 bedding
 man & 1 helper.

L. M. Warner
Esq. W. D. N.

From 4 to 8 P.M.

Overcast; light air, to light breeze from N. N. E.

N. P. Coleman
Ensign U. S. N.

From 8 PM. to mid.

Clear first part of watch. Cloudy latter part; light air from N.E.

L. M^c Kamee
Ensign U.S.N.

J. B. Milton, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES

Phos Essay
Moved to Coal Dock Navy Yard, New York.

Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Clear Sky, in 10ths.	State of the Sea.	
					Direction by Standard Compass.					Height in inches.	Ther. at d.	Air Dry Bulb.	Air Wet Bulb.					Water at Surface.
A. M.				Moved to Dock	N. N. E.		2				30.18	70	69	65	b.c.	circum.	9	
1				"	"		2				30.22	72	68	65	"	"	9	
2				"	"		2				30.24	70	68	65	b.	none	10	
3				"	"		2				30.26	70	68	65	b.c.	circ.	9	
4				"	"		2				30.26	68	67	61	"	"	9	
5				"	E. N. E.		1				30.28	69	66	62	b.m.	none	10	
6				"	"		1				30.30	72	67	63	"	"	10	
7				"	"		2				30.30	72	69	63	"	"	10	
8				"	"		2				30.29	74	73	64	"	"	10	
9				"	"		2				30.29	75	73	64	b.c. m.	cum.	7	
10				"	"		1				30.30	75	74	65	"	"	7	
11				"	"		1				30.31	75	74	65	"	"	6	
Noon.																		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"	"
	Longitude by D. R.	0	"	"
	Latitude by observations of ☉	0	"	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"	"
Position at 8 A. M.	Latitude by	0	"	"
	Longitude by	0	"	"
Position at 8 P. M.	Latitude by	0	"	"
	Longitude by	0	"	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

1800 "

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

163 " 367 "

P. M.																		
1				<i>Moved to Dock.</i>	<i>North</i>	<i>1</i>				<i>30.30</i>	<i>76</i>	<i>73</i>	<i>65</i>	<i>b.c.</i>	<i>circum.</i>	<i>5</i>		
2				"	"	<i>1</i>				<i>30.30</i>	<i>76</i>	<i>73</i>	<i>65</i>	"	"	<i>5</i>		
3				"	"	<i>2</i>				<i>30.29</i>	<i>76</i>	<i>73</i>	<i>65</i>	"	"	<i>6</i>		
4				"	"	<i>2</i>				<i>30.29</i>	<i>76</i>	<i>73</i>	<i>64</i>	"	"	<i>6</i>		
5				"	"	<i>2</i>				<i>30.29</i>	<i>76</i>	<i>72</i>	<i>66</i>	"	"	<i>9</i>		
6				"	<i>N. N. E.</i>	<i>2</i>				<i>30.30</i>	<i>76</i>	<i>72</i>	<i>68</i>	"	"	<i>9</i>		
7				"	<i>E. N. E.</i>	<i>1</i>				<i>30.31</i>	<i>76</i>	<i>72</i>	<i>64</i>	"	"	<i>9</i>		
8				"	"	<i>1</i>				<i>30.31</i>	<i>76</i>	<i>72</i>	<i>64</i>	"	"	<i>9</i>		
9				"	<i>Calm</i>	<i>0</i>				<i>30.32</i>	<i>75</i>	<i>72</i>	<i>69</i>	<i>b.</i>	<i>none</i>	<i>10</i>		
10				"	<i>S. S. W.</i>	<i>1</i>				<i>30.34</i>	<i>74</i>	<i>72</i>	<i>68</i>	"	"	<i>10</i>		
11				"	<i>Calm</i>	<i>0</i>				<i>30.36</i>	<i>74</i>	<i>71</i>	<i>67</i>	"	"	<i>10</i>		
Mid.				"	"	<i>0</i>				<i>30.35</i>	<i>74</i>	<i>71</i>	<i>67</i>	"	"	<i>10</i>		

under the command of

Commander Fred. C. Knapley
Tuesday, July 2nd 1895

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced + ended 4 A.M.
Light breeze from N. N. E. clear + cool.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear + pleasant; light air to light breeze from N. N. E. to E. N. E.

N. A. C. & M. A.
Esquire U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Light breeze to light air from E. N. E. Navy Yard workmen engaged on board as follows: Construction, 14 caulkers, 4 plumbers, 2 sheetiron workers, 2 inside shipfitters, 3 carpenters, 2 joiners, 2 painters. Steam Engineering, 8 boiler-makers, 2 helms, 1 boy. C. E. Batcheller (Mach.) returned from one week's leave.

L. M. C. Name
Ensign U. S. N.

From Merid. to 4 P.M.

Light air to light breeze from North. Fair and pleasant. Navy Yard workmen in Construction, 14 caulkers, 4 plumbers, 2 sheetiron workers, 2 inside shipfitters, 2 outside shipfitters, 3 carpenters, 2 joiners, 4 painters. In Steam Engineering Dept. same as during A.M. Transferred to U. S. F. Minneapolis at Norfolk, Va. Fred. J. Jephtham (Apoth.) by order of Bureau of Navigation, Accounts and Equipment sent by mail to Commandant, Navy Yard, Norfolk, Va. Received from U. S. R. F. Minnesota John Charles Ostrer, Officer & crew.

J. B. Luby,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breeze to light air from N. N. E. to E. N. E. Barometer steady. P. Harwood, (C. to Mate) left the ship on one week's leave. Navy Yard workmen engaged on board as in afternoon watch. Received from U. S. R. F. Vermont, Charles Wheeler (Eds) with transfer papers and accounts.

L. M. C. Name
Ensign U. S. N.

From 8 P.M. to Mid.

Calm and light air from S. E. Clear and pleasant. Lieut. Comdr. F. M. Rice, U. S. N. left the ship on one week's leave of absence.

J. B. Luby,
Lieutenant U. S. N.

Examined and found to be correct.

J. B. M. M. M., Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Wednesday, July 3

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Weather clear. Calm to light air from N.E. Barometer steady.

W.B. Whittelsey
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light air from N.E. Barometer steady. Received in
Dept. of Supplies and Accounts fresh provisions as follows: 35 lb. beef, 35 lb. vegetable, 3 lb. bread

L. M. names

From 8 A.M. to Mid.

Ensign U.S.N.

Light air to light breeze from N.E. & N. E. Clear & pleasant. Flushed bilges
with fresh water. Land freight ship not dry. Navy yard workmen in
construction Dept. 1 caulkers, 3 ship iron workers, 1 inside ship fitter, 1 outside
ship fitter, 2 joiners, 1 painter, 4 plumbers & 3 ship carpenters. In place Requiring
Dept. 8 boiler makers, 1 helper, 1 boy. Transferred to D. S. R. P. Minnesota, General
Hale (Gen.) with his transfer papers & effects. Rec'd in construction Dept.
to Dr. Hk. walling, 30 ft. copper, 30 ft. oak, 40 ft. oak & 200 ft. white pine. Turned
into stove, 1 chair, 1 set of drawers, 1 crew chair, 1 typewriter, 1 box
lamp, 1 B. B. swimming lamp & 1 standing light. Rec'd 11 1/2 gals water
A. B. Smith from ship to B. B. (app. 300).

J. B. Luby
Lieutenant U.S.N.

Mid. to 4 P.M.

Weather fair. Breeze to light breeze from N.E. Barometer falling.
A. V. Hittmeyer (Mid. S. E.) was transferred to the D. S. R. P. Vermont and H. Carson
D. M. S. with necessary papers to the Naval Hospital, Brooklyn. The
following Navy yard workmen were engaged on board. In Requiring Dept.
1 boiler maker, 1 helper, 1 boy; in construction 1 caulkers, 3 ship carpenters
1 painter, 4 plumbers, 2 joiners, 1 ship fitter & 3 ship iron workers. A. M. G. Wiley
and A. H. Whisman app. 300, left the ship having been granted leave
by the Dept. until the 10th inst.

From 4 to 8 P.M.

W.B. Whittelsey
Lieutenant U.S.N.

Light air to gentle breeze from N.E. at first hauling to port last
hour. Fair & pleasant. Navy yard workmen on board again as last
watch until 10.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear, clouding up toward end of watch. Light air
from South to N. Barometer falling

W.B. Whittelsey
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Minton
Lieutenant U.S.N.

under the command of

Commander Louis Kingsley
Thursday, July 4

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Generally calm. Light air and breeze from N.W. last hour.

R.D. Tinsdale

Ensign U.S.N.

From 4 to 8 A.M.

Light air to light breeze from N.W. Overcast. Barred at morning noon. Recd in bag Dept. 38 1/4 lb. Fresh beef, 38 1/4 lb. fresh vegetables and 5 lb. bread.

W. B. H. H. H.

Lieutenant U.S.N.

From 8 A.M. to Noon.

Weather overcast and cloudy with drizzling rain last two hours. Gentle breeze from S.W. Barometer falling. At noon the U.S. R. S. Gunboat and Ch. S. S. Cincinnati fired salutes of 21 guns each. A. Bridge App 3 close, was about without leave.

W. B. H. H. H.

Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast, cloudy and rainy. Light breeze from S.W. to S.N.

R.D. Tinsdale

Ensign U.S.N.

From 4 to 8 P.M.

Weather overcast and cloudy, raining during first two hours. Light breeze from S.W. to S.N. Barometer falling. G. Bode App 3 close, returned from leave.

W. B. H. H. H.

Lieutenant U.S.N.

From 8 P.M. to Midnight.

Overcast, cool, rainy weather. Light westerly breeze.

R.D. Tinsdale

Ensign U.S.N.

J. B. M. M. M.
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Essex
Moved to Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. air.	Wet Bulb.	Alc. Dry Bulb.	Water at Surface.				
A. M.																	
1				Moved to Dock	S. S. E.	1			30.00	68	64	62		O. c. v.	numb.	0	
2					Calu	0			30.02	68	64	61		O. o. d.	"	0	
3					"	0			30.02	67	64	61		"	"	0	
4					S. E.	1			30.02	66	64	61		"	numb.	0	
5					"	1			30.03	66	65	63		O. c. v.	numb.	0	
6					"	1			30.04	66	65	63		"	"	3	
7					"	1			30.06	67	65	63		O. c. v.	"	4	
8					"	2			30.06	67	65	62		"	"	4	
9					"	2.3			30.06	67	65	63		O. c. v.	"	2	
10					"	2.3			30.06	68	66	64		"	"	3	
11					"	2.4			30.06	68	67	65		O. c. v.	"	0	
Noon.					"	3.5			30.06	68	67	65		"	"	0	

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	1
Longitude by D. R.	0	1
Latitude by observations of ☉	0	1
Longitude by chronometer from Forenoon Observations of ☉	0	1
Latitude by	0	1
Longitude by	0	1
Latitude by	0	1
Longitude by	0	1

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	, ship's head
Deviation of the Compass by Azimuth ☉ observed at	, ship's head
Error of the Compass by Azimuth ☉ observed at	, ship's head
Deviation of the Compass by Azimuth ☉ observed at	, ship's head

Water expended during the preceding 24 hours,

10550 gallons.

Water received during the preceding 24 hours,

8550 "

Water remaining on hand fit for use at Noon,

1200 "

Coal consumed during the preceding 24 hours,

tons 560 lbs.

Coal remaining on hand at Noon,

162 " 12 47 "

P. M.																	
1				Moved to Dock	S. S. E.	3.6			30.07	68	67	65		O. c. v.	numb.	0	
2					"	4			30.06	68	67	65		"	"	0	
3					"	3.4			30.05	69	67	65		O. c. v.	"	0	
4					"	3.4			30.04	70	67	65		O. c. v.	"	0	
5					S. E.	3.4			30.02	70	67	65		"	"	0	
6					S. E.	3.4			30.02	70	67	65		O. c. v.	"	0	
7					"	3.4			30.00	69	68	66		O. c. v.	"	0	
8					"	3.4			30.01	68	68	66		"	"	0	
9					S. E.	2			30.03	68	68	65		O. c. d.	"	0	
10					"	1			30.03	68	67	65		"	"	0	
11					"	1			30.02	68	67	64		O. c. v.	"	0	
Mid.					"	0.1			30.00	68	67	65		O. c. v.	"	0	

under the command of

Commander Louis Kingsley
Friday, July 5

, U. S. Navy,
1898.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast with drizzling rain. Light air from S.E. to S.W.
to calm.

R. A. Coleman
Ensign U. S. N.

From 4 to 8 A.M.

Weather overcast cloudy with rain during first half of watch.
Light air to light breeze from S.E. Barometer rising. Received in Pay Dept. 35 3/4 lbs. fresh
beef, 35 1/4 lbs. fresh vegetable, 31 lbs. fresh bread

W. B. Huttlesby
Lieutenant U. S. N.

From 8 A.M. to Noon.

Generally overcast and cloudy clearing to S.E. at times. Passing
rain shower. Light breeze and squalls from S.E. The following Navy Yard workmen
employed in ship work: 3 ship iron workers; 2 inside ship fitters; 2 outside ship fitters; 2 ship
carpenters; 2 boat builders; 6 plumbers; 14 painters; 2 caulkers; 1 joiner and 2 spar makers. Received
on board and put in place main yard truss which had been repaired. Received 8550 gallons
fresh water for filling boilers. J. Penix (B. Rate 2cl.) and H. Bridge (App. 1cl.) absent without
permission.

R. D. Lisdale
Ensign U. S. N.

From Noon to 4 P.M.

Generally overcast with drizzling rain during first hour. Gentle
breeze with fresh squalls from S.E. Same yardmen at work on board as in preceding
watch. All hands thirty party ashore.

R. A. Coleman
Ensign U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Frequent passing rain squalls. Gentle breeze and
light squalls from S.E. Navy yard workmen left the ship at 4.30.

R. D. Lisdale
Ensign U. S. N.

From 8 P.M. to Midnight.

Cloudy and overcast. Raining heavily at times. Light breeze from
S.E. to calm.

R. A. Coleman
Ensign U. S. N.

J. B. McElton, Navigator,
Lieutenant U. S. N.

under the command of

Commander Louis Kingsley
Saturday July 6

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast and cloudy. Light variable air. Steady barometer.

L. M. Namee

Ensign U. S. N.

From 4 to 8 A.M.

Cloudy. Light S.W. air. Receipts in Dept. of Supplies and

Accounts the following fresh provisions for issue to crew: - 38 3/4 lb. beef, 38 3/4 lb. vegetables,
31 lb. bread.

R. D. Lisdale.

Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy with light showers at times. J. Perry (B. N. 2cl) returned on board having been absent without leave for 24 hours. The following yard workmen were engaged at work on board: viz. - 3 ship fitters, 2 ship carpenters, 6 plumbers, 9 painters, 18 sailmakers, 2 boat builders, 3 chert iron workers, and 1 joiner. R. Briggs (L. P. 2cl) absent without leave.

N. A. Colman

Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy and pleasant. Light breeze from South. Navy Yard workmen engaged on board as in forenoon watch.

L. M. Namee

Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and misty; rain showers at times. Light air to light breeze from South to S. & E. Navy Yard men at work on board until 4.50, as in forenoon watch.

N. A. Colman

Ensign U. S. N.

From 8 P.M. to Merid.

Cloudy and threatening, with passing showers latter part of watch. Steady barometer.

L. M. Namee

Ensign U. S. N.

Examined and found to be correct.

J. B. M. Ilton,
Lieutenant U. S. N.

Navigator.

LOG of the UNITED STATES

*Ship Essex,
Moved to Lot Dock, Navy Yard, New York.*

Third Rate,

Hour.	Keels.	Tide.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Force.	Heel.	Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Proportion of Clear Sky, in Fifts.	State of the Sea.
					Direction by Standard Compass.					Height in inches.		Ther. at d.		Air, Dry Bulb.		Air, Wet Bulb.					
A. M.																					
1				Moved to Dock	Calme		0			29.97	76	72	70					o.c.v.	cum.	0	
2					"		0			29.97	76	71	69					o.e.	"	0	
3					"		0			29.96	75	71	69					b.c.m.	cir.m.	4	
4					"		0			29.96	75	71	69					b.m.	none	10	
5					"		0			29.97	75	71	70					b.c.m.	cum.	6	
6					"		0			29.98	75	71	70					"	"	6	
7					"		0			29.99	74	72	70					"	"	4	
8					"		0			29.99	74	72	70					"	"	2	
9					S.E.		0-1			29.99	74	73	72					"	"	2	
10					"		1			29.99	75	73	72					"	"	2	
11					"		1			29.99	76	74	73					"	"	3	
Noon.					South		1			29.97	78	75	74					"	"	3	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "
 { Longitude by D. R. 0 " "
 { Latitude by observations of ☉ 0 " "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "
 { Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "
 { Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 " variation used, 0 "

Water expended during the preceding 24 hours, 50 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 1100 "

Coal consumed during the preceding 24 hours, tons 8 20 lbs.

Coal remaining on hand at Noon, 162 447 "

P. M.																					
1				Moved to Dock	S.E.		2			29.96	80	78	75					b.	none	10	
2				"	"		2			29.94	82	79	75					"	"	10	
3					S.E.		2			29.92	82	80	76					"	"	10	
4					"		2			29.92	82	80	76					"	"	10	
5					"		2			29.90	82	80	76					"	"	10	
6					"		1			29.90	81	79	76					"	"	10	
7					"		1			29.92	80	78	75					"	"	10	
8					S.E.		1			29.94	78	76	73					"	"	10	
9					"		2			29.93	80	76	73					"	"	10	
10					South		2			29.93	79	76	72					"	"	10	
11					"		2			29.94	78	74	71					"	"	10	
Mid.					S.E.		1			29.95	78	74	71					"	"	10	

under the command of

Commander Louis Kingsley
Sunday, July 7

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.
half.

Calm. Overcast and rainy at first. Partly clear last

J. S. Luby,
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast and calm. Received on board in Pay Dept 31 lbs. fresh
beef, 38 1/4 lbs. fresh beef and 38 1/4 lbs. fresh vegetables

N. P. Leonard
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy and warm. Breeze. Calm to light air from S.W. Called all
hands to muster at 9.45. Absent without leave St. Bridge (App. 50). Read Articles for the
Government of the Navy. Sent Church parties to the "Carmont" and Navy Yard Chapel.
J. M. Lundy (Lieut. without leave)

L. M. Names
Ensign U. S. N.

From Merid. to 4 P.M.

Light breeze from S.W. first half, hauling to S.E. last half.
Clear and warm.

J. S. Luby,
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breeze to light air from S.E.

L. M. Names
Ensign U. S. N.

From 8 P.M. to Mid.
and pleasant.

Light breeze to light air from S.E., Intl and S.W. Clear

J. S. Luby,
Lieutenant U. S. N.

J. B. McIlwain, Navigator,
Lieutenant U. S. N.

LOG of the UNITED STATES *Ship Essex* *Third* Rate,
Moved to Bob Dock, Navy Yard, New York.

Course and distance made good since preceding noon by observations.

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth \odot observed at _____, ship's headError of the Compass by Azimuth \odot observed at _____, ship's head _____Deviation of the Compass by Azimuth \odot observed at _____ ship's head _____Error of the Compass by Azimuth \odot observed at _____ ship's headDeviation of the Compass by Azimuth \odot observed at _____, ship's head _____

Water expended during the preceding 24 hours.

Water during the preceding 24 hours.

Water remaining on hand fit for use at Noon.

Coal consumed during the preceding 24 hours.

Coal remaining on hand at Noon.

4-3362

Commander Louis Kingsley
Monday, July 8

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Midnight to 4 A.M.

Weather clear and pleasant. Calm to light air from South. Barometer steady. Bright moonlight.

W.B. Whiting
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast and foggy. Balm. Steady barometer.

L. M. Warner
Sergeant U. S. A.

From 8 am to Meridian

Light airs to light breeze from South E.C. Andy & Mitty.
Det Paymaster, M.M. Rummy has one week leave from the date. Lieut S.R. Clark
returned from leave. Navy Yard workmen in construction Dept. Museum workers
3 Ships Carpenter, 3 Ship Millers & Plumbers, 18 Cooks, 9 Painters & Jones. Record in
Equipment Dept. 16 Lower Canteen Ward Quarters 2 fire heater and 7 Main Jacks #4
American Engine #4, 1 American Engine #5 and 1 Equipment outfit 1st Center 10 Days (App 3rd)
absent without leave, J. Martin Kende Kobocin without leave

J.L.P.

J. E. Luby,
Lieutenant U.S.A.

From Meridian to 4 P.M.

[illegible]

WB Whitney
Lieutenant U.S.A.

From 4 to 8 P.M.

From 4 to 8 P. M. Light breeze light rain from N. & S. E. Ocean & Muddy, Very hard work upon deck as boat
watch water. Crossing the Channel of Hampton Anchorage to N. S. S. Baymont with three hummocks and
many sharp peaks. To 7 P. M. (Sandman), A. R. (R. Shawman) & J. E. (Mr. Seaman), they bring in
most of the complement of this vessel.

J. B. Ledy
Lieutenant West. M.

8 P.M. to Midnight.

8 P.M. to Midnight. Weather forecast foggy (mist light rain from S. E.). Barometer falling. Edison N. T. Coleman N. D. was granted one week leave.

W. B. Whittelsey
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Miller,
Lieutenant, U. S. N.,
Navigator.

under the command of

Commander Louis B. Ragsdale,
Died, July 2nd.

U. S. Navy,
1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Overcast & cloudy, foggy & misty, light S.E. air & calm.
Lieut. Commander F. M. Moore & W. S. M. returned from leave.

R. D. Tinsdale

Ensign U.S.N.

4 to 8 A.M.

Light air from N.W. & from N.E. Overcast & misty. Received morning orders. Received
M. H. in Bay. 8.15 to 8.45 fresh breeze, 35° to 40° fresh breeze, 35° to 40° fresh breeze, 35° to 40° fresh breeze, 35° to 40° fresh breeze.

J. C. Linby
Lieutenant U.S.N.

From 8 am to Meridian

Weather cloudy. Light air from E.S.E. to N.E. E. sun out. Barometer was
last ashore for comparison. The following Mess. had workmen engaged on board in construction Dept.
& had workmen: 3 Ship Carpenters, 2 Ship Fitters, 1 Caulker, 2 Joiners and 6 Plumbers.
Received in Ordinance Dept. 25 pounds of S in R. & Common Steel Shells, 245 rounds of 6 in. Common
Shells and 240 pounds of 1/2 in. Heavy Common Shells. W. B. Dodge (Capt. 3d) and J. Martin (Lieut.)
about without leave.

W. B. Whitely
Lieutenant U.S.N.

Meridian to 4 P.M.

Fair and warm. Light variable air & breeze. The following Mess. had workmen
employed on board: 6 Caulkers, 3 Ship Carpenters, 2 Joiners, 3 Ship Ironworkers, 1 Painter, 6 Plumbers
& 1 Mail Maker and 1 Ship Fitter.

R. D. Tinsdale

Ensign U.S.N.

4 to 8 P.M.

Weather fair. Light to moderate breeze in squalls from N.W. Barometer falling.
P. H. Moore & W. S. M. returned from leave. J. Martin & Henderson were found to be absent from ship
without leave.

W. B. Whitely
Lieutenant U.S.N.

From 8 P.M. to Midnight

Clear to fair cooler weather. Gentle to stiff breeze in squalls from N.W.
moon light after 10 o'clock.

R. D. Tinsdale

Ensign U.S.N.

Examined and found to be correct.

J. B. McIlhenny,
Lieutenant U.S.N., Navigator.

LOG of the UNITED STATES

Ship's Course

3rd Rate,

Moored to Port Road, Starboard, Two Yards

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. attd.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.																
1				Moored to Road	NW	3.4					69.63		bcg	Clear	8	
2				"	"	3.4					68.61		"	"	7	
3				"	"	3.4					66.61		"	"	8	
4				"	"	3.4					66.61		"	"	9	
5				"	"	3.4					64.60		"	"	8	
6				"	"	3					64.60		f.c.m.	"	6	
7				"	"	2					64.60		"	"	5	
8				"	"	3					65.60		"	Clear	7	
9				"	"	2					65.60		fc	"	8	
10				"	"	2					67.61		"	"	8	
11				"	"	2					68.62		"	"	9	
Noon.				"	"	2					69.64		"	"	9	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	0	"
	Longitude by D. R.	0	0	"
	Latitude by observations of ☉	0	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	0	"
Position at 8 A. M.	Latitude by	0	0	"
	Longitude by	0	0	"
Position at 8 P. M.	Latitude by	0	0	"
	Longitude by	0	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

250 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

650 "

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

161 " 1887 "

P. M.																
1				10.76 W	2						70.63		bc	Clear	9	
2				11.11 E	2						71.64		"	"	9	
3				11.11 W	2						71.65		"	"	9	
4				10.76 W	2						72.68		f	None	10	
5				10.76 W	2						72.65		"	"	10	
6				11.11 W	2						72.65		"	"	10	
7				11.11 W	2						72.65		f.s	Clear	8	
8					2						71.65		"	"	8	
9				11.11 W	3.4						71.65		"	Clear	8	
10				"	3.4						70.64		"	"	8	
11				"	3						69.63		f	None	10	
Mid.				"	3						68.62		"	"	10	

under the command of *Commander Louis A. Kiegeley*
Wednesday, July 10th

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Medington to H. a.m.

Clear & cool gentle to moderate breeze from N.W.

L. M. ^{James}
near Ensign N.S.M.

From 4 to 8 am.

From 4 to 8 am.
Weather fair and pleasant with light to gentle breeze from N.W.
Received in Dept of Supplies & Accounts 38³/₄ lbs of meat and Vegetables, 3¹/₂ lbs bread

W.B. Whittier
7.8.80 Lieutenant U.S.N.

From 8 A.M. to Meridian

From 8 A.M. to Meridian Clear and pleasant. Light NW by breezes. J Martin (Landman)
about without permission. The following party had workmen employed on board 7 Oulgers.
6 Plumbers, 3 shut iron workers, 2 outside ship fitters, 2 carpenters, 2 joiners & painters
Received from General Strickuper 4 pairs lead, following stores: Ordnance Dept. 1 Vial Carnum
oil, 50 candles, 30 sheets paper, 34 lb tin leads, 37 ant tech, 16 lb of firing line, 2 lb ammonium
peroxide, 10 lb gun flint, 1 lb copper wire, 10000 paste, 3 meeting bookings, 3 wherry lead,
10 brass pad locks, 20 lbs solid lined oil, 25 lb Russian red in oil, 25 lb polish, 60 lb zinc
white in oil, 10 lb white lead in oil, 1 doz hand tools, 1 doz pads, 1 doz lead Pencils
1 tin paper fasteners, 1 man note paper, 100 lb Canton roach, 1 pair tinners shears in Kingston
Dock, 1 pair Oulgers, 2 Fluorimite, 20 fathoms Coasting line, 25 fathoms hand lead line, 1 doz 2 lb
cads, 1 Mercator's Barometer, 1 lb timing sq, lead 2 lbs, 1 lb ammonium, 3 iron log clips, 13 spare
Guns for hand ath, 1 carried from Oulger, 1 put in place 14 Bull March, 1 Bridge (app)
3 cl about without leave.

R. D. Graham
 Esq. W. S. 76

From Meridian to 4 P.M.

Clear & pleasant, light breeze from N.W. to N.E. Many land
workmen employed on board as follows: Caulkers, 6; Plumbline, 3; Shutter-makers, 1; outside
Ship's fitter, 2; Carpenters, 2; Joiners & Painter, 1. Commander Lord Kingsley left the ship on five days
leave of absence.

S. M. named
Eusebio N. S. M.

From 4 to 8 P.M.

Clear and pleasant, light moderate breeze, 11 AM, and conditions left the ship at 11:40
O'clock transferred from U.S. Transport Jules Andre Ship OK to the North American papers.

R. D. Goodale
Essex St. N.

from 8 to 12 P.M.

from 8 to 12 P.M.
Very pleasant. Further to moderate breezes from N.W.

L. M^c Name
Ensign H. A. H.

Examined and found to be correct.

J. B. McIlhenny
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES

Ship *Edwin*
Moored to Port Dock, Navy Yard, New York.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER TEMPERATURE.				State of the Weather, by symbols.	Force of Clouds, by symbols.	Direction of Surface Wind.	Force of Surface Wind.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. Air.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.				<i>Moored to Dock</i>	<i>N. W.</i>	<i>3</i>		<i>66.67</i>				<i>bc</i>	<i>Calumet</i>		
1					<i>North</i>	<i>2</i>		<i>65.60</i>					<i>cm</i>	<i>9</i>	
2						<i>2</i>		<i>64.59</i>						<i>9</i>	
3					<i>N. E.</i>	<i>2</i>		<i>63.59</i>					<i>Calumet</i>	<i>7</i>	
4						<i>2</i>		<i>64.59</i>						<i>7</i>	
5						<i>2</i>		<i>64.59</i>						<i>4</i>	
6						<i>2</i>		<i>65.60</i>					<i>bc. Cum</i>	<i>0</i>	
7						<i>2</i>		<i>65.60</i>					<i>f.c. Calumet</i>	<i>2</i>	
8						<i>2</i>		<i>66.60</i>					<i>bc</i>	<i>0</i>	
9						<i>2</i>		<i>67.60</i>						<i>0</i>	
10						<i>2</i>		<i>67.60</i>					<i>bc. Nam</i>	<i>0</i>	
11						<i>2</i>		<i>67.61</i>					<i>bc</i>	<i>0</i>	
Noon.						<i>1</i>		<i>67.62</i>						<i>0</i>	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	variation used, 0

Water expended during the preceding 24 hours,

250 gallons.

Water consumed during the preceding 24 hours,

3 100 "

Water remaining on hand fit for use at Noon,

3 200 "

Coal consumed during the preceding 24 hours,

tons 8 10 lbs.

Coal remaining on hand at Noon,

161 1189 "

P. M.				<i>Variable</i>	<i>1</i>											
1					<i>1</i>				<i>66.61</i>			<i>5 CM Calumet</i>	<i>0</i>			
2					<i>1</i>				<i>66.61</i>			<i>Calumet</i>	<i>0</i>			
3					<i>1</i>				<i>66.61</i>				<i>0</i>			
4				<i>South</i>	<i>1</i>				<i>66.61</i>				<i>0</i>			
5				<i>N</i>	<i>1</i>				<i>68.63</i>			<i>f.c</i>	<i>1</i>			
6					<i>1</i>				<i>68.63</i>			<i>Calumet</i>	<i>4</i>			
7					<i>1</i>				<i>67.62</i>				<i>6</i>			
8					<i>1</i>				<i>67.62</i>				<i>7</i>			
9					<i>1</i>				<i>66.63</i>				<i>0</i>			
10					<i>1</i>				<i>66.63</i>				<i>10</i>			
11					<i>1</i>				<i>68.61</i>			<i>f. Nam</i>	<i>10</i>			
Mid.					<i>1</i>				<i>64.61</i>				<i>10</i>			

under the command of

Commander Louis Dupuy
Thursday, July 11th.

U. S. Navy,
1875

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 AM.

Trade to lighter breeze from N.W. N.E. Fair Cool Bright moonlight.

Quartermaster

1st Lieutenant W. L. N.

From 4 to 8 AM.

Fair to cloudy & cool, Light N.E. breeze. Received in pay Dept following fresh provisions for the use of crew 39 1/2 lbs beef 38 1/2 lbs bread 29 1/2 lbs vegetables

Asst. Surgeon

1st Lieutenant W. L. N.

From 8 AM. to Meridian

Overcast and cloudy with occasional light drizzle. Light breeze from N.E. Very few workmen employed on board as follows: 1 Caulker, 1 Plumber, 3 Sheet iron workers, 1 outside slab filler, 2 plank cutters, 2 Ironers, 2 Caulkers. Received on board 300 gallons water 110 lbs pig iron 3 d hand J. Martin (sold) absent without leave.

2nd M. O. name

1st Ensign W. L. N.

From Meridian to 4 P.M.

Lighter variable air, mist & haze. Received on board as follows: Construction Dept from General Stockup 7 1/4 yd, 6 sets painter's braces for boat, 4 shovel iron hooks, 8 caps, and 11 boat hooks. Received in equipment Dept from the General Stockup 100 feet Navy band line as follows: 3 fathoms, 4 fathoms, 6 fathoms, 8 fathoms, 10 fathoms, 12 fathoms, 14 fathoms, 16 fathoms, 18 fathoms, 20 fathoms, 22 fathoms, 24 fathoms, 26 fathoms, 28 fathoms, 30 fathoms, 32 fathoms, 34 fathoms, 36 fathoms, 38 fathoms, 40 fathoms, 42 fathoms, 44 fathoms, 46 fathoms, 48 fathoms, 50 fathoms, 52 fathoms, 54 fathoms, 56 fathoms, 58 fathoms, 60 fathoms, 62 fathoms, 64 fathoms, 66 fathoms, 68 fathoms, 70 fathoms, 72 fathoms, 74 fathoms, 76 fathoms, 78 fathoms, 80 fathoms, 82 fathoms, 84 fathoms, 86 fathoms, 88 fathoms, 90 fathoms, 92 fathoms, 94 fathoms, 96 fathoms, 98 fathoms, 100 fathoms. Received on board 300 gallons water 110 lbs pig iron 3 d hand J. Martin (sold) absent without leave.

Quartermaster

1st Lieutenant W. L. N.

From 4 to 8 P.M.

Cloudy & pleasant light air from S.W. Tacking to south. Very few workmen employed on board until 6 P.M. as in afternoon water

1st M. O. name

1st Ensign W. L. N.

8 to Midnight

Light air from S.W. Clear Cool Moon rose at 10 20 O'clock

Quartermaster

1st Lieutenant W. L. N.

Examined and found to be correct.

J. B. McIlroy
1st Lieutenant W. L. N., Navigator.

under the command of

Commander Louis H. Sigbee
Friday, July 12th

U. S. Navy,
1875

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced until 4 A.M.

Light air from N.W. first half. Calm last half

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M.

Very cool. Calm. Received in Dept. Supplies & Accounts fresh provisions as follows 39 lbs Beef.

L. M. Numan

Lieutenant U.S.N.

From 8 to Meridian

Light air from N.W. fair and pleasant. Very hard workmen on board as follows: 1 Caulker & Plumber & 3 Mill workmen & 2 Carpenters & 2 Joiners & 3 Painters. Discharged with honorable discharge from this vessel & went home, Collier Warren Cannon, (App. 1st) by reason of incapacity & indolence. W. H. Higgs & J. A. and J. Martin also released without leave. Ensign R. K. Sundale U.S.N. left on leave from vessel.

Geo. R. Beach,
Lieutenant U.S.N.

From Meridian to 4 P.M.

Light and gentle breeze from South. Clear & pleasant. Very hard workmen in construction Dept. 3 Caulkers & 1 Plumber & 3 Mill workmen & 2 Carpenters & 2 Joiners & 3 Painters. Ensign L. M. Numan U.S.N. left the ship on duty to be absent from July 12th to 15th in obedience to Commandant's order of July 11th. Received 4 boxes platform & fender for 1st gangway. Turned into steam & steam radiator.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Light breeze from S. fair & cool.

Geo. R. Beach,
Lieutenant U.S.N.

From 8 P.M. to Midnight

Gentle breeze from South. Fair & slightly misty.

J. B. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

J. B. Meilton,
Lieutenant U.S.N.

LOG of the UNITED STATES

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Low sq.	BAROMETER.		TEMPERATURE.			State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.					<i>SSE</i>	<i>1</i>				<i>68.64</i>			<i>f</i>	<i>None</i>	<i>10</i>	
1					<i>Calcu</i>	<i>0</i>				<i>67.64</i>			<i>f</i>	<i>"</i>	<i>10</i>	
2					<i>SW</i>	<i>1</i>				<i>67.65</i>			<i>"</i>	<i>"</i>	<i>10</i>	
3					<i>WSW</i>	<i>1</i>				<i>68.65</i>			<i>fcm</i>	<i>Clear</i>	<i>8</i>	
4					<i>"</i>	<i>1</i>				<i>68.65</i>			<i>"</i>	<i>"</i>	<i>4</i>	
5					<i>"</i>	<i>1</i>				<i>68.65</i>			<i>"</i>	<i>"</i>	<i>4</i>	
6					<i>"</i>	<i>1</i>				<i>68.65</i>			<i>oem</i>	<i>"</i>	<i>0</i>	
7					<i>SW</i>	<i>1</i>				<i>68.65</i>			<i>"</i>	<i>"</i>	<i>0</i>	
8					<i>SW</i>	<i>1</i>				<i>69.67</i>			<i>"</i>	<i>"</i>	<i>0</i>	
9					<i>WSW</i>	<i>1</i>				<i>69.67</i>			<i>"</i>	<i>Wind</i>	<i>0</i>	
10					<i>WSW</i>	<i>1</i>				<i>70.67</i>			<i>oem</i>	<i>"</i>	<i>0</i>	
11					<i>SE</i>	<i>2</i>				<i>70.67</i>			<i>fcm</i>	<i>Clear</i>	<i>2</i>	
Noon.																

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "
 { Latitude by observations of ☉ 0 1 "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 1 "Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 1 "Error of the Compass by Azimuth ☉ observed at , ship's head 0 1 "Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 1 "Water expended during the preceding 24 hours, 400 gallons.Water during the preceding 24 hours, 2600 "Water remaining on hand fit for use at Noon, 800 tonsCoal consumed during the preceding 24 hours, 161 "Coal remaining on hand at Noon, 287 "

P. M.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.	Force.	Low sq.	Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
1					<i>SSE</i>	<i>1</i>				<i>71.69</i>			<i>fcm</i>	<i>Clear</i>	<i>2</i>	
2					<i>"</i>	<i>1</i>				<i>72.70</i>			<i>cept</i>	<i>Clear</i>	<i>3</i>	
3					<i>SE</i>	<i>1</i>				<i>73.70</i>			<i>fcm</i>	<i>Clear</i>	<i>5</i>	
4					<i>East</i>	<i>2</i>				<i>70.67</i>			<i>fcm</i>	<i>Clear</i>	<i>4</i>	
5					<i>SE</i>	<i>1</i>				<i>70.67</i>			<i>"</i>	<i>"</i>	<i>4</i>	
6					<i>"</i>	<i>1</i>				<i>70.68</i>			<i>"</i>	<i>"</i>	<i>4</i>	
7					<i>East</i>	<i>1</i>				<i>70.67</i>			<i>oem</i>	<i>"</i>	<i>0</i>	
8					<i>Calcu</i>	<i>0</i>				<i>69.66</i>			<i>fcm</i>	<i>"</i>	<i>4</i>	
9					<i>WSW</i>	<i>1</i>				<i>68.65</i>			<i>"</i>	<i>"</i>	<i>4</i>	
10					<i>"</i>	<i>2</i>				<i>68.65</i>			<i>"</i>	<i>"</i>	<i>8</i>	
11					<i>WSW</i>	<i>3</i>				<i>66.63</i>			<i>fcm</i>	<i>Clear</i>	<i>10</i>	
Mid.																

under the command of

Commander Louis Nilesley
Saturday, July 13th.

, U. S. Navy,

, 1876

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence to 4 AM.

Dr.

Weather clear and pleasant, Calm to light air from S.E. to

W. B. Whitley

1st Lieut. N. S. N.

From 4 AM. to 8 AM.

Light air from N. S. W. Cloudy and hazy. Received on board in pay Dept: 39 1/2 lbs fresh beef.

J. B. Luby

1st Lieut. N. S. N.

From 8 AM to Meridian

Light air to light breeze, variable in direction. Overcast with passing rain showers & thunder third hour. Boat and workmen in construction Dept, 1 Caulker & plumbess, 3 Sheet iron workers, 2 joiners, 1 painter. By order of Commanding officer confined N. S. Murphy (Rundeman) in solitary confinement on board, for 5 days, for having smuggled liquor in his possession. Arrived Mr. T. Coleman, U. S. N. returned from Capt. B. D. Budge (App 3rd Lt) and J. Martin (Lieut) about without leave.

J. B. Luby

1st Lieut. N. S. N.

From Meridian to 4 PM.

Weather cloudy with light passing showers. Thunder. Light air from S. E. to S. W. The following Navy yard workmen engaged on board, 1 Caulker & plumbess, 3 Sheet iron workers, 2 joiners, 3 painters. C. W. Stille (App 3rd Lt) returned from leave.

W. B. Whitley

1st Lieut. N. S. N.

From 4 to 8 PM.

Light breeze to light air from East & S. E. Cloudy & slightly misty. Navy yard workmen on board as in last watch until 5 O'clock.

J. B. Luby

1st Lieut. N. S. N.

From 8 PM. to Mid.

Weather cloudy, clear during watch. Calm & gentle breeze from North & N. E.

W. B. Whitley

1st Lieut. N. S. N.

Examined and found to be correct.

J. B. Minton, Navigator,
Lieutenant N. S. N.

LOG of the UNITED STATES

Ship's Log
Wood to Lot Road, Maryland, New York
Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.					State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Therm. at 0.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.					26 25	1					65 62			bc m Cum		8	
1					"	4					64 60			"	"	8	
2					"	3					64 59			"	"	8	
3					"	3					64 59			"	"	5	
4					"	2.3					64 60			"	Clouds	5	
5					"	2					64 61			"	"	3	
6					"	2					64 61			"	"	3	
7					"	2					65 61			"	"	2	
8					"	2					65 61			"	"	4	
9					"	3					66 62			bc m	bc m	10	
10					"	3					67 62			bc m	bc m	8	
11					"	3					69 62			"	"	6	
Noon.					"	3								"	"		

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 1 "
 { Longitude by D. R. 0 1 "
 { Latitude by observations of ☉ 0 1 "
 { Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 8 A. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Position at 8 P. M. { Latitude by 0 1 "
 { Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

200 gallons.

Water during the preceding 24 hours,

2400 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

161 " 289 "

P. M.					26 25	2					70 62			bc m Cum		7	
1					"	2					70 63			"	"	7	
2					"	2					71 62			"	"	6	
3					"	2					71 64			"	"	6	
4					"	2					72 64			"	"	6	
5					"	2					72 65			"	"	9	
6					"	1					72 65			"	"	6	
7					"	1					72 65			"	bc m	6	
8					"	1					72 66			bc m	bc m	10	
9					"	1					72 67			"	"	10	
10					"	1					71 67			"	"	10	
11					"	0					70 66			"	"	10	
Mid.					"	0								"	"		

under the command of

Commander Ross / Tinsley

, U. S. Navy,

, 1895

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

From Midnight to 4 A.M.

clear & damp.

Moderate to gentle N.W. by breeze & squalls.

N.D. Col em an

N.C. Ensign W.S.N.

From 4 to 8 A.M.

Light to gentle breeze from N.W. Cloudy, slightly misty. Carried out morning orders. Received in P.M. Dept. fresh provisions as follows:
35 lbs beef, 35 lbs vegetables

J. D. Luby,

J. D. Luby, U.S.N.

From 8 A.M. to Noon

Weather fair and pleasant. Light to gentle breeze from N.W. to N.N.W. W. C. Rosenstein (App 3 cl) was absent without leave. W. Bridget (App 3 cl) and J. Martin (Lds) absent without leave.

W.S. Whittelsey

W.S. Whittelsey, U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Light breeze from N.W. J. Rutenmann (Ship's Cox 3 1/4 cl) returned from leave.

N.D. Col em an

N.C. Ensign W.S.N.

From 4 to 7 P.M.

Weather fair and pleasant. Light air to light breeze from N.W. by N.E. Elmer (App 3 cl) returned from leave.

W.S. Whittelsey

W.S. Whittelsey, U.S.N.

From 7 P.M. to Midnight

Calm to light air from N.W. by N.E. Mosby Smith (App 3 cl) returned from leave.

N.D. Col em an

N.C. Ensign W.S.N.

Examined and found to be correct.

J. Ballester, Navigator,
Lieutenant W.S.N.

LOG of the UNITED STATES

Ship Crew
Wood to Cot Road, Moory Land, New York
Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.				State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, dry bulb.	Air, wet bulb.	Water at Surface.			
A. M.					<i>Calm</i>	<i>0</i>					<i>70.66</i>		<i>f</i>	<i>None</i>	<i>0</i>	
1					<i>NE</i>	<i>0.1</i>					<i>69.65</i>		<i>fcm</i>	<i>Clear</i>	<i>8</i>	
2					"	<i>0.1</i>					<i>68.65</i>		"	"	<i>9</i>	
3					"	<i>1</i>					<i>68.64</i>		"	"	<i>8</i>	
4					"	<i>0.1</i>					<i>67.63</i>		"	"	<i>7</i>	
5					"	<i>1</i>					<i>66.63</i>		"	"	<i>6</i>	
6					"	<i>1.3</i>					<i>67.62</i>		"	"	<i>6</i>	
7					"	<i>2</i>					<i>67.64</i>		<i>sc</i>	"	<i>0</i>	
8					<i>ENE</i>	<i>1</i>					<i>67.64</i>		<i>scm</i>	"	<i>0</i>	
9					"	<i>1</i>					<i>68.65</i>		<i>f</i>	"	<i>0</i>	
10					<i>SE</i>	<i>2</i>					<i>69.65</i>		<i>fcm</i>	"	<i>1</i>	
11					"	<i>2</i>					<i>70.66</i>		"	"	<i>2</i>	
Noon.																

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

2100 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

161 tons 789 lbs.

Coal remaining on hand at Noon,

P. M.					<i>SE</i>	<i>3</i>					<i>70.66</i>	<i>fcm</i>	<i>Clear</i>	<i>2</i>	
1					"	<i>3</i>					<i>70.66</i>	"	"	<i>3</i>	
2					"	<i>3</i>					<i>70.66</i>	"	"	<i>4</i>	
3					"	<i>2</i>					<i>69.66</i>	<i>scm</i>	"	<i>0</i>	
4					"	<i>3</i>					<i>69.66</i>	"	<i>Clear</i>	<i>0</i>	
5					"	<i>3</i>					<i>69.66</i>	"	"	<i>0</i>	
6					"	<i>3</i>					<i>69.66</i>	"	"	<i>0</i>	
7					"	<i>3</i>					<i>69.66</i>	"	"	<i>0</i>	
8					"	<i>2</i>					<i>69.66</i>	"	"	<i>0</i>	
9					"	<i>2</i>					<i>69.66</i>	"	"	<i>0</i>	
10					"	<i>1</i>					<i>68.65</i>	<i>fcm</i>	<i>Clear</i>	<i>2</i>	
11					"	<i>1</i>					<i>68.65</i>	<i>fcm</i>	"	<i>0</i>	
Mid.					"	<i>1</i>					<i>68.65</i>	"	"	<i>0</i>	

under the command of

Commander, Roger Kingsley.

, U. S. Navy,

, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence & until 4 A.M. Lighter air from N.E. and calm. Fair cool & hazy. Brighten moonlight.

Geo. R. Beach,

2nd Lieut. U.S.N.

From 4 to 8 A.M.

Weather fair, clouding up toward end of watch. Lighter air to light breeze from N.E. Design C. McNamee, J. S. H. Woodard, Lieut. return from duty. Arrived with the Coal Broom L. Ross and C. McNamee App 3 Cl. returned from leave. A Resurrection App 3 Cl. returned 36 hours rest. Provisions reduced in Bay Dept as follows: 29 lbs Bread, 35 lbs Vegetables.

W. S. Whitelary
2nd Lieut. U.S.N.

From 8 A.M. to Meridian

Fair & hazy light air to light breeze from S.W. to E. (Asst. Baymaster) M. M. Rosensay, N. S. H. and Chief Engineer C. Cabot returned from leave. J. K. and M. M. (App 3 Cl) returned from leave. The following Navy Yard workmen were aboard: 6 Plumbers, 3 Sheet iron workers, 2 floor makers, 2 joiners, 2 painters. Received 2 top lip gallant mast aboard. Crated first outfit & crated in steam launch. Triller, H. B. Edge (App 3 Cl) Martin Lide and Dr. Bantz (Mach) absent without leave.

N. A. Goldeman
2nd Lieut. U.S.N.

From Meridian to 4 P.M.

Wind to lighter breeze from S.E. Cloudy and hazy. The following named App 3 Cl. returned from leave: J. M. Louden, A. M. J. Mayes, C. M. Swan, C. R. Marshall and E. A. Day. Navy Yard workmen on board as follows: 6 Plumbers, 3 Sheet iron workers, 2 floor makers, 2 joiners.

Geo. R. Beach,
2nd Lieut. U.S.N.

From 4 to 8 P.M.

Overcast & hazy gentle breeze from S.E. Melman and Copeland (App 3 Cl) returned from leave. Same Navy Yard workmen on board as in 8 to Meridian watch.

N. A. Goldeman
2nd Lieut. U.S.N.

From 8 to Midnight

Lighter breeze to light air from S.E. Cloudy & hazy. K. Hunt and B. M. Mackay (App 3 Cl) return from leave.

Geo. R. Beach,

2nd Lieut. U.S.N.

Examined and found to be correct.

J. B. M. M. M.
Lieutenant U.S.N.

under the command of *Commander Louis Kingsley*
Tuesday July, 1862

, U. S. Navy,
1895

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & until 4 a.m.

Commons House, A.M. Light breeze to light air from S.E. Overcast & misty first
three hours, heavy rain last hour.

[illegible]

From 4 to 8 a.m.

Overcast with drizzling rain. Calm to light air from S.E.
Reported meat from Contractor. Reported same to Commanding Officer

H. P. Perlman
Lieut. Ensign U. S. N.

From 8 to Meridian

Light was from E by E. Overcast rainy. Windward crew at gunnery at 9 oc.
Absent without leave: B. E. Loder (App 3 cl) & Maister (Lieut Wt Surge (App 3 cl M Rantz Mach)
Worry Yard commenced on board as follows:- 1st Plumber, 3 third iron workers & joiners. The following
named apprentices returned from leave:- G. J. Cartman & Spill, D. C. Rogers, F. Hermann,
D. C. Smith, J. I. Barrett, O. C. Starn, W. K. Rathbone, W. A. J. Sauer, J. P. Hume, W. Wif.
G. K. Hubbard, A. L. Style. Received in Medical Dept, 13 boxes of Medical Stores from the
U. S. Naval Laboratory. Commander Row's (Cingley, A. N. C.) returned from leave

Geo. R. Brown,
Lieutenant U. S. A.

From Meridian to 4 PM

Cloudy & misty. Light air from N by E. Wavy. Good workmen in construction Dept 5 Plumbers, 3 Sheet iron workers, 2 joiners, Painter. App. started A.M. Binley, C.M. Valentine and B. to taking it turned from leave.

Barby,
27th Lieutenant W. S. W.

From 4 to 8 P.M.

Light air from East. Overcast with light rain during part of watch. The following named apprentices returned from leave: - F. Kinschelt, F. E. Deane, W. A. Powers, J. Mann, C. P. Muncie, J. M. Calk, G. A. Simms, F. E. Elsgood

Per. P. Beane
Lieutenant U.S.N.

From 8 PM to Midnight,

Light airs to light breeze from N. N. E. Cloudy & misty with light rain first hour. Apprentice W. B. Fox returned from leave.

J. B. Luby,
272. Lieutenant

Examined and found to be correct.

J. B. Milton, Navigator,
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Ensl
Wound to Brit Dock, Navy Yard, New York. *Wind Rate,*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.				Leeway.	BAROMETER.				TEMPERATURE.				State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.			Height in inches.	Ther. at 4.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.																					
1					16 by E	2						71	70				10 M	Clear	0		
2						2						71	70								
3					16 E	2						70	69								
4					E 16 E	1						70	69								
5						0.1						70	69								
6						0.1						70	69								
7						0.1						70	69								
8						1						71	70								
9						1						71	70								
10						1						73	71								
11					Calms	0						73	71								
Noon.					SE	2				30.08	72	74	72								

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. { Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. { Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	, ship's head	0	"	
Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0	"	variation used, 0
Error of the Compass by Azimuth ☉ observed at	, ship's head	0	"	
Deviation of the Compass by Azimuth ☉ observed at	, ship's head	0	"	variation used, 0
Water expended during the preceding 24 hours,		300	gallons.	
Water	during the preceding 24 hours,		"	
Water remaining on hand fit for use at Noon,		1600	"	
Coal consumed during the preceding 24 hours,		tons 800	lbs.	
Coal remaining on hand at Noon,		160	" 1777 "	

P. M.																					
1					SW	1				30.06	78	76	74		5 cm	Clear	4				
2					Calms	0				30.16	79	77	74		"	"	4				
3					SE by W	1				30.06	80	78	74		"	"	6				
4					South	1				30.03	80	78	74		"	"	7				
5					"	2				30.01	78	77	74		"	"	8				
6					"	2				30.01	74	75	72		"	"	9				
7					"	2				30.01	72	74	71		"	Clear	8				
8					"	2				30.00	72	73	71		5 cm	Clear	0				
9					"	2				30.04	72	73	71		scutt	"	0				
10					"	2				30.01	73	74	72		scutt	"	0				
11					East	1				30.01	72	73	72		5 cm	"	0				
Mid.					"	1				30.00	71	72	71		5 cm	"	4				

under the command of

Commander, Louis Kingsley.
Wednesday, July 17th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M.

Weather overcast cloudy & misty Light breeze to light air from N by E & E N E.

W. W. Whitney
Lieutenant U.S.N.

From 4 to 8 A.M.

Light air from E. N. E. and Calm Overcast.
The following named boys returned from leave: G. N. Bryant, G. E. Chipman, A. W. Jepson.

Geo. P. Bean
Lieutenant U.S.N.

From 8 A.M. to Meridian

Light air to light breeze from E N E w/ first falling Calm & shifting to S E at mid. Monday damp. The stand at quarters. A. B. without leave N. S. Singer (App 3 cl), J. Martin (Eds), M. Bump (Mach. Pk. Perry (App 3 cl), G. H. Kent, (App 3 cl) W. P. McDaniel, (App 3 cl) M. L. Jones (App 3 cl), M. J. Hill (App 3 cl) G. H. Pender, (App 3 cl) J. B. Sigbee, (App 3 cl) W. C. Ralston (App 3 cl) J. B. Sizer, (App 3 cl) F. J. Thomas, (App 3 cl) G. Thompson, (App 3 cl) K. B. Wolf, (App 3 cl) J. B. Brown, (App 3 cl) M. L. Keane, (App 3 cl) J. Schreder (App 3 cl) O. E. Loder (App 3 cl). Carry paid workmen in Construction Department, 5 Plumbers, 3 Sheet Iron workers & 1 Joiner to Board of Survey on certain articles in Equipment Dept put on board. Scruffed off new lives bags.

J. B. Luby
Lieutenant U.S.N.

From Meridian to 4 P.M.

Weather fair. Calm to light air from South to S. W. Barometer falling. Received in Dept of Supply and Account three thousand \$3000 dollars. The following Boats and workmen were engaged on board in construction Dept 6 Plumbers, 3 Sheet Iron workers and 4 Joiners. J. Martin (Eds) now this day declared a deserter from this ship having been absent since July 7th without permission. Ed. Brown (App 3 cl) was discharged from this ship and the Naval Service. In accordance with the recommendation of Medical Board approved by Naval Dept July 8th.

W. W. Whitney
Lieutenant U.S.N.

From 4 to 8 P.M.

Light breeze from South. Clear at first overcast and then fair workmen on board air last watch until 6 P.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Meridian

Weather overcast cloudy with passing showers accompanied by thunder and lightning during second hour of watch clearing towards 1 P.M. Light breeze to light air from South to East. Learned (App 3 cl) McDaniel's absence & returned. Examined and found to be correct.

W. W. Whitney
Lieutenant U.S.N.
J. B. Milton, Navigator
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship *Essex*
Moorhead to Cat Hook, New York, New York Co.

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Prop. of Clear Sky, in fifts.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1					<i>Calan</i>	0		29.98	71	73	71		<i>bcn</i>	<i>Cur</i>	6	
2					"	0		29.98	71	73	71		"	"	5	
3					<i>160</i>	0.1		29.98	71	72	71		"	"	5	
4					<i>Calan</i>	0		29.98	71	72	71		<i>of</i>			
5					"	0		29.98	71	72	71		"			
6					<i>East</i>	0.1		30.00	73	72	71		"			
7					<i>N. W.</i>	0.1		30.02	76	74	72		<i>bc.m.</i>	<i>Cur</i>	8	
8					<i>Variable</i>	0.1		30.04	78	75	73		"	"	8	
9					<i>North</i>	1		30.10	81	79	74		<i>bc</i>	"	8	
10					"	1		30.10	82	79	74		"	"	8	
11					<i>N. W.</i>	1		30.10	83	84	75		"	"	9	
Noon.					"	1		30.10	84	84	76		"	"	9	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 ' "

 { Longitude by D. R. 0 ' "

 { Latitude by observations of ☉ 0 ' "

 { Longitude by chronometer from Forenoon Observations of ☉ 0 ' "

Position at 8 A. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Position at 8 P. M. { Latitude by 0 ' "

 { Longitude by 0 ' "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head 0 ' "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 ' " variation used, 0 ' "

Error of the Compass by Azimuth ☉ observed at , ship's head 0 ' " variation used, 0 ' "

Deviation of the Compass by Azimuth ☉ observed at , ship's head 0 ' " variation used, 0 ' "

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon,

1300 "

Coal consumed during the preceding 24 hours,

tons 800 lbs.

Coal remaining on hand at Noon,

160 " 927 "

P. M.																	
1					<i>160</i>	1		30.10	84	84	76		<i>bc.m.</i>	<i>Cur</i>			
2					"	2		30.10	83	82	76		<i>bc.m.</i>				
3					"	1		30.10	82	80	74		"				
4					"	3		30.10	82	79	72		"				
5					"	1		30.10	81	79	73		"				
6					<i>West</i>	1		30.11	81	79	73		"				
7					<i>160</i>	2		30.11	80	79	73		<i>bc.m.</i>	<i>Cur</i>			
8					"	2		30.12	78	75	76		"	"			
9					"	2		30.14	77	75	68		<i>bc.m.</i>				
10					<i>160</i>	1		30.14	76	75	70		"				
11					"	1		30.15	76	75	70		"				
Mid.					"	1		30.16	75	74	70		"				

under the command of *Commander Louis Kingsley,*
Thursday, July 18th

, U. S. Navy,
 , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

From Wadinglet to 4 a.m.

Calvin and froggs, H. Emory and M. Adams (Apples) returned 28 hours

next time.

N. P. Col Ensign
N. P. Ensign N. P. C.

From 4 to 8 a.m.

Calcut light variable and: Foggy & misty. Sent up V. F. Masts & carried out morning orders.

L. L. Luby
Lieutenant U. S. N.

From 8 to Meridian

Weather clear and pleasant. Lights are to Lights from North to West. Barometer steady at 9.20 hundred feet at quarters finding the following names men about without leave: W. Butts (Master); W. Budge (App 3 cl); D. J. Perry (App 3 cl); C. C. Hunt (App 3 cl); P. W. Morgan (M. A. Jones); M. Orville (M. A. Pender); W. C. Kaituma; H. Allen; S. Thomas; J. R. Thompson; A. R. R. Tref; C. E. Boden and S. C. Beaman (App 3 cl). H. C. Murphy (Boat's) was released by order of Commanding Officer this term of confinement having expired. The following names had workmen were engaged on board in Construction Dept. S. Plumbin 3 that are carpenters, 2 carpenters, and 16 Ironmen. Bent topsails and courses.

W B Whitley
Lieutenant 26 L 16

From Meridian To 4 P.M.

Very kind & pleasant letter to youth from Wm. Received from H. S. Mendenhall.
The following men joined Shadrach Baymen, John Welch (P.O.R.) & Cadogan Wilson - all making mate
D. White party left ship. The following items were received on board in Conestoga at night, 16 feet Gunter's Glace.
Equip. must refer 2 from Cooper's tools, 3 linen yds.

n.n Col em an

N. P. Coleman
Ensign U.S.A.

From 4 to 8 P.M.

Nov 4 to 8, '10.
Weather clear, clouding up toward end of watch. Night breeze from West to West
Barometer rising.

W. B. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Midnight

Wazy pleasant light breeze from N.W. to N.E. W.

W. J. Coleman
2670. Ensign. W. J. C.

Examined and found to be correct.

J. B. Milton, Navigator.
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship East
Moon to Port Road, Navy Yard, New York
Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.					State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, Sea, & Wind.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																
1					16.10W	2		30.16	74	73	70		fb			10
2					"	2		30.18	73	73	69		"			10
3					"	2		30.17	73	73	68		"			10
4					16E	2		30.18	71	71	67		"			10
5					"	2		30.19	72	71	67		"			10
6					"	2		30.22	74	70	67		"			10
7					"	3		30.25	81	70	67		"			10
8					"	2.3		30.26	75	73	68		"			10
9					East	1		30.29	76	76	70		bcm	Cir	8	
10					"	1		30.30	78	77	71		"			8
11					"	1		30.30	78	77	72		"			7
Noon.					SE	1		30.29	78	77	72		"			7

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. " " "

{ Longitude by D. R. " " "

{ Latitude by observations of ☉ " " "

{ Longitude by chronometer from Forenoon Observations of ☉ " " "

Position at 8 A. M. { Latitude by " " "

{ Longitude by " " "

Position at 8 P. M. { Latitude by " " "

{ Longitude by " " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

375 gallons.

Water during the preceding 24 hours,

2175 "

Water remaining on hand fit for use at Noon,

3100 "

Coal consumed during the preceding 24 hours,

tons lbs.

Coal remaining on hand at Noon,

160 " 727 "

P. M.					SE											
1					SE	1		30.28	77	77	72		bcm	Cir	8	
2					"	1		30.31	77	76	71		"	"	8	
3					"	1		30.26	77	76	70		"	"	8	
4					"	2		30.24	77	76	71		"	"	9	
5					"	2		30.22	77	75	71		"	"	8	
6					"	2		30.21	76	75	71		"	"	7	
7					"	2		30.22	73	74	71		"	"	9	
8					"	2		30.22	73	74	71		"	"	9	
9					"	1		30.22	73	74	71		bcm		10	
10					"	1		30.21	73	72	71		"		10	
11					"	1		30.20	72	72	71		"		10	
Mid.					"	1		30.21	72	72	71		"		10	

under the command of *Commander Louis Kingsley*
Friday, July, 19th.

, U. S. Navy,
 , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commences and until 4 P.M.

Moonlight after 1⁰⁰.

Letter from W.W. Keeling to H.E. Cleaveland

Geo. R. Beach,

Erst Lieutenant 684.

From H to 8 am

Weather clear & pleasant. Light to gentle breeze from N.E. Barometer

Meining

W B Whitney

W. H. Hillberry
70 E. 1st St. New York City

From 8 Am to Meridian:

Inspected Magazine floor Cocks & found them in good order. Apprentices coiled
tending & scrubbed bayonets. Crowd workmen engaged on board as follows: 7 Americans,
2 Russian workers, Carpenter, 6 Iron-1 Caulker, 2 Electricians. Mustered at quarter the
following were absent: W. Buz, 7 Madej, W. Ship, 8 Long, H. Leant, F. Minsk, 10 Agass,
W. Orville, K. Andar, A. Tiberit, R. Galatin, H. Allen, J. B. Thompson, O. P. Wolf, D. Van
Cm. Ok, K. K. Valentin, 1 Special Apprentices 3^d c.

L. M. name
L. M. Edwign K. S. S.

From Meridian to 4 P.M.

Eight crew to help here from S.S.C. fair, warm and pleasant. Lieutenant John Cuttard, W.P.M., reported on board in obedience to orders from the Navy Dept, as the relief of Lieutenant J.B. Butler, W.P.M. Ensign W.P. Coleman^{1st} in obedience to orders of the Navy Dept, was detached from duty on the Esmer, ordered to proceed home and granted 3 months leave of absence. Ensign R.D. Fenimore W.P.M. returned from leave. Commander W. Lewis, Commandant, of the Esmer paid an official visit to the ship. Received on board from Wm. H. S. Vinton, with his hammock and weapons, papers, E. T. Westinghouse, W. W. Allen 3d, Navy, had worked on board as follows: Plumber, 3 sheet iron cooking, Carpenter, 6 fimers, 2 Electricians.

Geo. K. Clark

Lieutenant W. S. M.

From 4 to 8 P.M.

Clear & pleasant light breeze from S.E. steady barometer. Crews Yard cookmen
engaged on board until 6 P.M. arrived at New York south

L. M. Hanning
L. Men assign Oct 16

From 8 P.M. to Midnight

Light air from S.E. Clear & cool. Bright starlight.

Approved

Geo. R. Vane

Miss Lindsey

Commander U.S.N., Commanding

Lieutenant W. S. M.

Examined and found to be correct.

J. B. Milton, ^{Variegator.}
Lieutenant U. S. A.

LOG of the UNITED STATES

Ship Essex
Moved to Port Dock, New York, New York
Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Force of Gale, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.																
1					<i>S. W.</i>	1			30.51	71	72	71		<i>bm</i>	<i>none</i>	10
2					"	1			30.51	71	72	71		"	"	10
3					"	1			30.51	71	72	71		"	"	10
4					"	1			30.50	71	72	71		<i>bc m</i>	<i>lim</i>	8
5					"	1			30.50	71	72	71		"	<i>bc str</i>	8
6					"	1			30.49	72	72	71		"	"	9
7					"	2			30.49	76	73	71		"	"	9
8					"	1-2			30.21	78	74	72		"	"	9
9					"	1-2			30.21	78	76	72		"	"	9
10					"	2			30.21	78	78	75		"	"	9
11					<i>S. S. W.</i>	1			30.20	79	78	75		<i>bm</i>	—	10
Noon.					"	2			30.19	81	80	77		"	—	10

Course and distance made good since preceding noon by observations,

	knots.	tenths.
Latitude by D. R.	0	"
Longitude by D. R.	0	"
Position at Noon: Latitude by observations of ☉	0	"
Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M. Latitude by	0	"
Longitude by	0	"
Position at 8 P. M. Latitude by	0	"
Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

2800 "

Coal consumed during the preceding 24 hours,

tons 800 lbs.

Coal remaining on hand at Noon,

160 " 127 "

P. M.					<i>S. E.</i>	1			30.18	84	82	79		<i>bm</i>	—	10
1					"	1			30.18	84	82	79		"	—	10
2					"	1			30.15	84	83	80		"	—	10
3					"	2			30.12	84	83	80		"	—	10
4					"	2			30.12	83	83	80		<i>bc m</i>	<i>circum</i>	7
5					<i>South</i>	1			30.12	83	83	80		"	"	4
6					<i>14 S. 14.</i>	2			30.11	82	82	80		<i>octl</i>	<i>rimb</i>	0
7					<i>11 14.</i>	2			30.12	78	79	77		<i>octl</i>	"	0
8					<i>Balm</i>	0			30.14	79	78	77		<i>octl</i>	"	0
9					"	0			30.15	78	78	77		<i>rem</i>	"	0
10					"	0			30.15	78	77	76		"	"	0
11					<i>Balm</i>	0			30.14	77	77	75		"	"	0
Mid.																

under the command of *Commander, Louis Keigley,*
Saturday, July 20th

, U. S. Navy,
 , 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commence And Hunter 4 Arms

Light airs from S.W. Clear & pleasant.

J. G. Luby,

J. R. Lieutenant Vols. M.

From 4 to 8 am.

From 4 to 8 am.
Clear & pleasant light air to light breeze from W. Received in
Dept of supplies & accounts, 35 lbs fresh beef. O.P. Mowbray (Appel), returned from
Liberty 12 hours over time.

L. M. C. H. and
L. M. C. H. and
Ensign W. S. H.

From 8 to Merid.

Lighter, sent to light breeze from B.V. & B.V. ^{clearly from 211 and 212 at 3100} absent without leave
at B. B. Mach. since July 15. J. P. O'Neill, Sea since the 20th of July; Water Bridge App. 3rd class
since the 3rd July. The following boys, Perry, Lamb, Monahan, Cronin, O'Neill, Pudar, Pickett,
Keston, Stokes, Thomas, Thompson, Holp. R. H. F., ~~Stod~~ ^{Stod} ~~Stod~~ ^{Stod} were found
absent without permission (over leave) since the 16th of July: The boys Schreder
Spierl, Orr & Scher absent since the 20th of July without permission. H. N. Vallentyne
App. 3rd class absent over his leave since the 20th July. ^{a hand of 10000 sent at 3100} Senior member held a survey
on the whole boat rig and equipment. Received on board in Ordnance Dept.
from General Storekeeper, Navy Yard, N.Y. 2 pieces of rubber tubing for shoulder rest
1 pounder, 1 rifle rack, 2 gun covers for 1 pounder & 2 gun covers for 6 pounders.
Navy Yard men at work as follows: 2 plumbers, 2 sheet iron workers, 6 joiners,
5 painters, 2 electricians. Received on board in Equipment (Stumpt) Dept one copy
of "British Naval Annual," (1895) Brass, from Navy Yard.

Geo. R. Clark
9th. Lieutenant, U. S. N.

Meridian to 4 p. m.

Light air and light breeze from S.E. Clear and warm. Sent Liberty party on shore. By order of Comdg. Officer Confined J. Speer (App. 3.2) for 5 days in double iron for leaving the ship without permission. Lieut. J. B. Millon, U. S. Navy was detached from this vessel by Navy Dept. order of July 30th Navy Yard, working in Construction Dept. 2 plumbers, 2 sheet iron workers, 5 painters, 6 joiners & 2 varnishers; in Equipment Dept. 2 electricians.

J. B. Luby

Dr. Lieutenant, U. S. N.

4 to 8 p.m.

Light air to light breeze varying from S.E. to N.W. Fair first half, overcast last two hours, with rain, thunder & lightning after 7^{oc}.

Geo R. Brown
Lieutenant, U.S.N.

8 p. m. to Midnight.

Examined and found to be correct. *Balm, overcast with thunder & lightning first hour.*

By, J. K. Light

J. K. Lieutenant. U. S. W.

John Hubbard, Navigator,
Lieutenant USN

LOG of the UNITED STATES

Ship *Essex*
Woods to Port Dock, New York

This Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Direction of Clear Sky, by symbols.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.															
1				<i>East</i>	0			30.1477	77.96			bc m	mm b	0	
2				"	0			30.1477	77.75			"	"	0	
3				"	0			30.1477	77.76			"	"	0	
4				"	0			30.1475	76.74			bc m	bc m	5	
5				<i>South</i>	0.1			30.1376	75.73			"	"	7	
6				<i>West</i>	1			30.1280	76.74			"	"	7	
7				<i>SW</i>	1			30.1479	77.75			"	"	6	
8				"	1			30.1481	80.77			"	"	5	
9				<i>SW</i>	2			30.1381	82.78			"	"	4	
10				<i>SW</i>	1			30.1381	81.77			"	"	4	
11				"	1			30.1282	82.79			"	"	4	
Noon.				"	2			30.1284	83.80			"	"	4	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 " "

{ Longitude by D. R. 0 " "

{ Latitude by observations of ☉ 0 " "

{ Longitude by chronometer from Forenoon Observations of ☉ 0 " "

Position at 8 A. M. { Latitude by 0 " "

{ Longitude by 0 " "

Position at 8 P. M. { Latitude by 0 " "

{ Longitude by 0 " "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0

Error of the Compass by Azimuth ☉ observed at ship's head 0 " "

Deviation of the Compass by Azimuth ☉ observed at ship's head 0 " variation used, 0

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, 2400 "

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

tons lbs.

160 " 127 "

P. M.															
1				<i>West</i>	2			30.1084	84.81	bc m	Clouds	6			
2				"	2			30.1086	86.84	"	"	6			
3				<i>W. S. W.</i>	2			30.0987	86.83	"	"	7			
4				"	2			30.0987	87.83	"	"	6			
5				"	2			30.0987	86.83	bc m	"	6			
6				<i>S. S. W.</i>	2			30.0687	86.83	bc m	"	4			
7				"	1			30.0685	84.84	"	"	3			
8				<i>Clear</i>	0			30.0384	83.81	"	"	2			
9				<i>SW</i>	1			30.0386	83.81	bc	"	1			
10				<i>W. S. W.</i>	2.5			30.1081	78.77	bc	"	0			
11				<i>West</i>	2			30.1080	78.76	bc	"	0			
Mid.				"	2			30.1078	76.75	bc	"	0			

under the command of *Commander, Louis Kingsley.*
Sunday, July 21st.

, U. S. Navy,
, 18 *B.*

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced to farm.

Weather overcast & cloudy calm. Barometer steady.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 am.

Calm and light air from S and SW. Fair hazy & warm.

Received on board in Bay Sept 35 lbs fresh beef and 35 lbs vegetables.

J. M. Stokes. App'd returned 7 days over time.

Geo. R. Brown
Lieutenant Colonel

From 8 am to Meridian.

[illegible]

J. B. Luby,
Lieutenant U.S.M.

From Meridian to A. P. M.

Weather fair and warm. Light breeze from West to N.W.
Barometer steady.

W.B. Whittier
Lieutenant U.S.M.

From 4 to 8 P.M.

Light breeze from N.W. at first, haying to S.W. & falling
calm at end. Fair to cloudy. Some thunder first hour.

C. B. Ledy,
Lieutenant U.S.A.

From 8 PM to Midnight,

Weather cloudy. Heavy thunder shower from 4 to 10 Oct.
 then steady rain driving rest of week. Drought on to stiff squall about 9:30.
 Barometer rising.

Arbuckle
Lieutenant U.S.A.

Examined and found to be correct.

John Hubbard Navigator,
Discovered N.A.

LOG of the UNITED STATES

Ship Essex
Mound to Cro. Dock, Navy Yard, New York. *Wind Rate,*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Barometer.	TEMPERATURE.		State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in Pths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at d.				
A. M.													
1					West	2		30.05	76 15	73	bc	hnt	2
2					"	2		30.00	76 75	78	bc	"	4
3					"	1		30.00	76 75	78	"	"	2
4					"	1		30.00	74 74	78	bc	"	0
5					W.	1.2		30.01	76 75	74	bc	no	4
6					"	2		30.01	76 75	74	"	"	5
7					W. S. W.	2.3		30.07	84 76	75	"	Clouds	4
8					"	3		30.03	80 77	76	"	"	1
9					W.	2		30.04	78 78	76	bc	Co. Cum	2
10					"	2		30.05	78 75	75	"	"	2
11					W.	1		30.06	82 82	78	"	"	4
Noon.					"	1		30.06	84 80	80	"	"	7

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	"
	Longitude by D. R.	0	"
	Latitude by observations of ☉	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	"
Position at 8 A. M.	Latitude by	0	"
	Longitude by	0	"
Position at 8 P. M.	Latitude by	0	"
	Longitude by	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	"

Water expended during the preceding 24 hours,

300 gallons.

Water during the preceding 24 hours,

2100 "

Water remaining on hand fit for use at Noon,

tons 8 lbs.

Coal consumed during the preceding 24 hours,

109 1567 "

Coal remaining on hand at Noon,

P. M.					W.								
1					West	2		30.06	84 84	79	bc	Co. Cum	4
2					"	2		30.06	84 84	80	"	"	4
3					"	2		30.04	84 84	80	"	"	4
4					"	2		30.03	84 84	80	"	"	6
5					W. W. W.	2		30.02	84 84	79	"	"	6
6					West	2		30.01	84 84	79	"	"	6
7					"	2		30.03	84 84	79	"	"	4
8					"	1		30.03	84 84	79	"	"	4
9					"	1		30.02	84 84	79	"	"	7
10					"	1		30.03	84 84	79	"	"	7
11					"	1		30.02	84 84	79	"	"	7
Mid.					"	1		30.03	84 84	79	"	"	9

under the command of *Commander, Louis Kingsley*
Monday, July 22nd.

, U. S. Navy,
, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

From Widdington to 4 A.M.

Eight or by airs

Cloudy to overcast. Rain & lightning first hour.

R. D. Tinsdale

257 Ensign W. M.

From 4 to 8 AM

Clear & cloudy, Light air to gentle breeze from S.W. & N.W.
Carried out morning orders. Received 25 lbs fresh meat, 0 lb. vegetable & 0 lb. Budge

J. C. Luby,
Lieutenant U.S.M.

From 8 am to Meridian

Weather cloudy, clearing toward end of week. Light breeze & light rain from SW to NW. Barometer rising. Losses due to a boiler. Mr. Vinley (app 3 cl.) returned 24 hours overdue. C. C. (App 3 cl.) Visited L. Ship and was placed in double ironed for 5 days by order of Commanding Officer, for leaving his ship without permission. Arrived in Oakland Sept from General Winchester's Camp near New York the following articles viz: 70 Carbons, Whistler for Cite D.A. Redburn Cal (38), 70 Cartridge Cases for Cite D.A. Redburn Cal (38) / Charge not enough for both D.A. Redburn Cal (38). 41. Various Tools - 1 Rear Sight A! 930 Mounted crew at gunnery platform firing the following named men about without leave. W. Bridge App 3 cl., D. J. Kelly, H. B. Gault, H. P. Monahan, M. C. O'Connell, S. N. O'Brien, A. H. Egan, W. Fisher, W. Skatton, G. I. Thomas, J. R. Thompson, C. F. Telford, E. K. Orr, C. N. Sullivan, C. Melnick (App 3 cl.), F. E. Chapman (App 3 cl.), J. E. Alexander (App 2 cl.). 1 deer app 3 cl.) 11 Deer (Mach.) 1 Owl (Sea), 1 Killdeer (Sea). The following boys had workmen were engaged on board in construction Dept. 2 sheet iron workers, 2 Carpenter, 6 Iron- 3 Painters & 2 Electricians.

W. B. Whitely

Centenant 20th N.

From Meridian to 4 P. M.

Law & Mann Dug in early freeze-thawed soil turned into liquid
strokeapor of food the Tig with all its Equipments and Condensed milk des-
cending along Run from Workmen on board about two weeks before 3 electricians started up the shaft.

R. Lindale

257 Ensign H. S. W.

From 4 to 8 P. M.

Weather fair Light breeze from N. W. N. to West. Recorder steady at 8 o'clock
the Wind. Montgomery fired a Salute of 18 Guns which was answered by Guns from the Det. & Ship. Recorders.

W.B. Whiteley

Lieutenant W. B. N.

From 8 M. to Windingst. Clear warm. Light misty air

R. T. Indale

Res. Ewing W. S. M.

Examined and found to be correct.

John Hubbard.

Navigation

Navigator
Lieutenant J. H. M.

Third Rate,

Course and distance made good since preceding noon by observations,	knots.	tenths.
Position at Noon: { Latitude by D. R. Longitude by D. R. Latitude by observations of ☉ Longitude by chronometer from Forenoon Observations of ☉	0	1 "
	0	1 "
	0	1 "
	0	1 "
Position at 8 A. M. { Latitude by Longitude by	0	1 "
	0	1 "
Position at 8 P. M. { Latitude by Longitude by	0	1 "
	0	1 "
Current during the time, knots tenths per hour, setting to the		
Error of the Compass by Azimuth ☉ observed at , ship's head	0	1 "
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	1 " variation used, 0
Error of the Compass by Azimuth ☉ observed at , ship's head	0	1 "
Deviation of the Compass by Azimuth ☉ observed at , ship's head	0	1 " variation used, 0
Water expended during the preceding 24 hours,	300	gallons.
Water during the preceding 24 hours,		"
Water remaining on hand fit for use at Noon,	1800	"
Coal consumed during the preceding 24 hours,	tons	lbs.
Coal remaining on hand at Noon,	159	1567 "

4-25

under the command of

Commander Louis Kingsley
Tuesday, July 23rd, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced 8 AM.

Cloudy & pleasant light air from west. Steady barometer

L. M. name

Ensign W. H. M.

From 8 AM to 8 AM

Weather clear and pleasant. Light to gentle breeze from N.W.
Barometer rising. Received in Dept of Supplies 3 barrels 35 lb Egelokke.

W. B. Whitley

Lieutenant W. H. M.

Paymaster's Store
Received from Navy Yard July 23rd 95.

Biscuit	4000 lbs.	Wooden Soles	200 pairs
Flour	5978 "	Sheterchiefs	200
Pork	3000 "	Watch coats	300
Beans	2125 lbs.	Jerseys	100
Peas	80 "	Cap. Coats	100
Rice	500 lbs.	" Cloth	100 yds.
Apples	200 "	Flannel	475 "
Peaches	200 "	Papers Needles	200
Butter	498 lbs.	Cap. Ribbons	500
Tomatoes	627 "	Roll Towels	5
Beef	960 "	Starch Cups	50
Mutton	960 "	" Bowls	50
Beef	960 "	Jack Knives	288
Coffee	400 "	Tobacco	800 lbs.
Tea	225 "	Soap	3000 "
Sugar	300 "		
Peas	3513 "		
Beef	915 "		
Butter	93 lbs.		
Peas	915 lbs.		
Beef	915 lbs.		

Candles 360 lbs.

From 8 AM to 8 AM

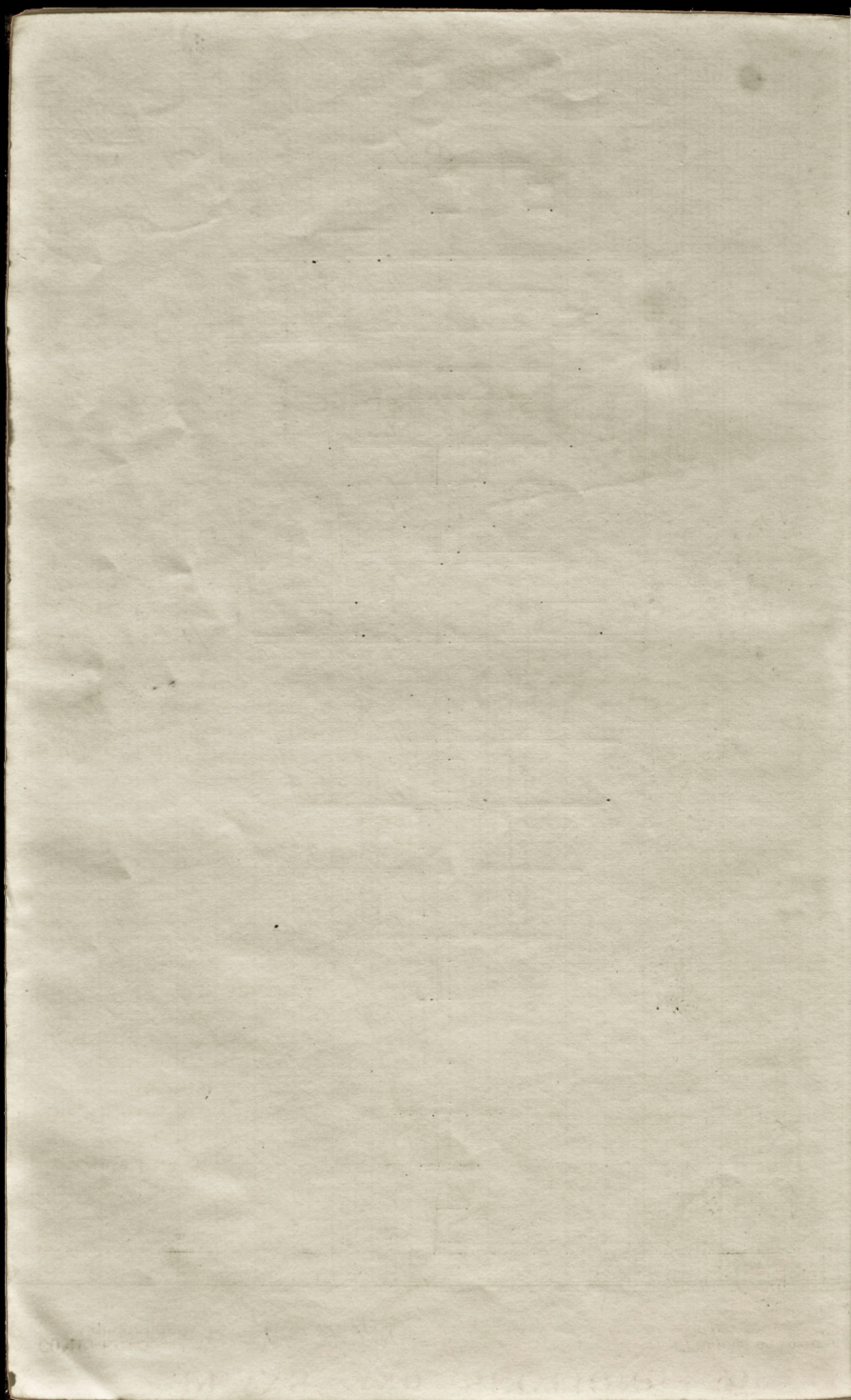
Cloudy and pleasant light breeze to gentle breeze from N.W.
J. H. M. (app. 3 cl) was brought on board by freight at main Gate for attempting to leave the yard with a forged pass was placed in charge of master at arms for safe keeping, to await action of commanding officer.

L. M. name

Ensign W. H. M.

Examined and found to be correct.

John Hubbard
Lieutenant W. H. M.



under the command of *Commander Louis Kingslip*
Tuesday, July 23rd

, U. S. Navy,
, 1890.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced Write H.A.M.

Cloudy & Pleasant light air from west. Steady Barometer

L. m. name
7/29/91
E. sign. 10/2/91

from 4 to 8 AM

from A to 8 AM. assigned to M.
Weather clear and pleasant. Light to gentle breeze from NW.
Rumour being received in Dept of Supplies & Accounts 30 lbs. Beef, 35 lbs. Eggs etc.

W B Whittelsey
Lieutenant U.S.A.

From 8 AM to Meridian

From 8 AM to Maclean Cloudy. Right northerly breeze received in Equipment Dept following
Stores from yard well-shutled, well-shut since 10 PM. Baled lumber etc 154 light, Lysar
corsets, 3 glass lights following workmen from Mary land on board & outside ships filling gun
and 1 Hunter working partly in yard trading stores for ship on tug at 930 Mustard Crew
at anchor following about without care (3 c of app) W. Kings, D. Perry, Grant,
P. Maclean, M. J. Owen, C. C. Craig, A. P. Curran, H. Ricketts, G. Rastor, J. Thomas,
J. Thompson, R. K. Wolf, E. E. Vetter, W. P. Adelman, Art. W. Ellman, O. A. Chapman,
E. E. Sallador, J. Tabor and J. Kellogg (ca),
R. D. Sisale

R. D. Sisale
2^d Ensign 1876

From Wednesday to 11 P.M.

Coyssmann light and from 76 E. to 76 W. Bearing and Dist
of Supplein & Account above as follows: - (see list). Turned into Lake the following articles
Condemned by Survey: Boat chest, 2 Wagon Horses, 38 foot rubber hose, 15 flags, staffs,
jet valves etc, day gear, 1 square. W. C. Nelson complained under charge of Neglect of Duty
to assist action of Commanding Officer for being drunk on duty.

L. m. name
L. m. Einsign 10/12

From H to 51. M.

From H. to 5 P.M. Cloudy. Light N.W. by to Westerly Co. Engaged in Shooting
stone below

R.D. Lindale
Esq. Wm. H. M.

From 8 P M to Wading Pt

From S.F. Mo to Madrugada.

Cloudy and pleasant light breeze to gentle breeze from NW.
J. No 408 (App 3 cl) was brought on board by frequent at main Gate for attempting
to leave the land with a forged pass was placed in charge of master at arms for
safe keeping, to await action of commanding Officer.

L. M. Name
- M. Assign to M.

Examined and found to be correct.

John Hubbard Navigator
Lieutenant U.S.N.

under the command of

Commander, Louis Kingsley,
Wednesday, July 28th

, U. S. Navy,

, 1895

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced & ended at 0000

Tender to staff breeze from W. W. - fair & pleasant.

G. R. Beatty
2nd Lieutenant U.S.N.

From 4 to 8 A.M. Fair & pleasant. Tender breeze from W. W. to W. N. E. Received in Pay Dept for issue to crew, 3 1/2 lb. fresh beef.

R. D. Ladd
2nd Ensign U.S.N.

From 8 A.M. to Meridian

Cloudy & pleasant. Sailed to light breeze from W. by E. hauling to N. E. Engaged in Stowing Stores below. A board of Investigation consisting of Lieutenant John Hubbard U.S.N., Lieutenant W. D. Kitchey, U.S.N. & Ensign E. M. Remondet, appointed by the Commanding Officer, went to investigate an assault made by the Apprentices of the "Essex" on Cook (Bushman) of the "Mount". The U.S.S. "Montgomery" went into lumber dry docks.

L. M. Namee

From Meridian to 4 P.M.

2nd Ensign U.S.N.

coarse and hazy.

Light air to light breeze from W. E. & S. E. Partly cloudy,

G. R. Beatty
2nd Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to overcast with light breeze from S. E.

L. M. Namee
2nd Ensign U.S.N.

From 8 to Midnight

Light air to light breeze from S. E. Overcast and cool, with light drizzling rain during part of last hour.

G. R. Beatty
2nd Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship Capt. Wood to Port Dock Navy Yard, New York

Third Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER		TEMPERATURE.		State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 54.	Air.	Wind.				
A. M.															
1					N. E. W.	1		30.01	74	71		scm	Clear	0	
2					"	1		30.00	73	73	70	fc	"	3	
3					"	1		30.00	73	73	70	"	"	4	
4					West	1		29.99	72	72	70	sc	"	5	
5					N. E. W.	1		29.96	73	72	70	"	Clear	5	
6					"	0.1		29.96	73	72	70	scm	"	5	
7					Calcut	0		29.95	73	73	71	"	"	5	
8					"	0		29.93	74	73	70	"	"	5	
9					E. by S.	1		30.04	74	73	70	"	Clear	5	
10					"	1		30.03	75	74	70	"	"	5	
11					"	1		29.95	77	75	71	"	"	5	
Noon.					"	1		29.92	79	78	72	"	"	5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	1	"
	Longitude by D. R.	0	1	"
	Latitude by observations of ☉	0	1	"
	Longitude by chronometer from Forenoon Observations of ☉	0	1	"
Position at 8 A. M.	Latitude by	0	1	"
	Longitude by	0	1	"
Position at 8 P. M.	Latitude by	0	1	"
	Longitude by	0	1	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Error of the Compass by Azimuth ☉ observed at	ship's head	0	1	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	1	"

Water expended during the preceding 24 hours,

400 gallons.

Water during the preceding 24 hours,

1000 "

Water remaining on hand fit for use at Noon,

tons lbs.

Coal consumed during the preceding 24 hours,

159 " 767 "

Coal remaining on hand at Noon,

P. M.															
1					SE	1		29.92	79	78	72	scm	Clear	4	
2					"	2		29.90	79	78	72	"	"	4	
3					"	2		29.89	78	78	73	"	"	5	
4					South	2		29.88	78	78	73	"	"	5	
5					"	2		29.87	78	77	74	"	"	5	
6					"	3		29.87	78	77	74	"	"	5	
7					"	1		29.86	76	76	75	"	Clear	4	
8					E. by S.	1		29.84	78	78	73	scm	"	0	
9					"	1		29.83	78	78	73	scm	"	0	
10					West	1		29.82	78	78	73	scm	"	0	
11					"	1		29.81	78	78	71	scm	Clear	4	
Mid.					"	2		29.80	78	73	71	fc	Br	0	

under the command of *Commander, Louis Kingsley*
Saturday, July 25th

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY

Commenced until 4 A.M. Light air from N. & N. West. Overcast to cloudy.

J. B. Luby,
J. W. Dubuaut & Co.

From 4 to 8 A.M.

From 4 to 8 A.M. Overcast & hazy light rain from N to Calum. Barometer falling slightly. The following Apprentices were found to be absent from the ship without leave, having left the ship during the night: E. Richter, H. Wernman, W. A. Smith, R. Rodgers, J. M. Kottler, & C. Dora. Received on board in Dept. Supplies & Coconut, fresh provisions as follows, 35 lbs. fresh beef, 35 lbs. vegetables, and 27 lbs. bread.

L. M. Gagne
Fairbairn, Minn.

From 8 to Massilian

[illegible]

Geo. R. Black
Lieut. U. S. A.

From the Eridicav, to H. R. M^d.

[illegible]

J. Luby
272 Duane St. N.Y.C.

From 4 to 8 P.M.

[illegible]

Geo. R. Clark
Sec. Deutscher Vb. M.

from 8 P.M. to Midnight

[illegible]

John B. Kirby,
John Kirby
Lieutenant

LOG of the UNITED STATES

Ship's *Essex*
Wounded to Port Rock, Navy Yard, New York

Wind, Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Heel.	Leeway.	BAROMETER.				State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.			Height in inches.	Ther. at d.	At 3 ft. from surface.	At 6 ft. from surface.				
A. M.																
1					<i>W N W</i>	3			<i>29.79</i>	<i>71</i>	<i>72</i>	<i>71</i>	<i>bcn</i>	<i>Calcut</i>	8	
2						3			<i>29.82</i>	<i>71</i>	<i>71</i>	<i>71</i>			8	
3						3			<i>29.92</i>	<i>70</i>	<i>70</i>	<i>69</i>	<i>bcn</i>	<i>W N W</i>	10	
4					<i>W N W</i>	4			<i>29.98</i>	<i>69</i>	<i>70</i>	<i>69</i>			10	
5						4			<i>30.10</i>	<i>72</i>	<i>70</i>	<i>69</i>	<i>bcn</i>		8	
6					<i>W N W</i>	1			<i>30.39</i>	<i>73</i>	<i>70</i>	<i>71</i>			10	
7					<i>W</i>	1			<i>30.39</i>	<i>73</i>	<i>70</i>	<i>71</i>			10	
8						1			<i>29.98</i>	<i>74</i>	<i>72</i>	<i>71</i>			10	
9					<i>W N W</i>	2			<i>29.98</i>	<i>74</i>	<i>72</i>	<i>71</i>			10	
10						3			<i>29.99</i>	<i>75</i>	<i>75</i>	<i>74</i>			15	
11						3			<i>29.99</i>	<i>75</i>	<i>75</i>	<i>74</i>	<i>bcn</i>	<i>Calcut</i>	6	
Noon.						3			<i>29.99</i>	<i>75</i>	<i>75</i>	<i>74</i>			5	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 8 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 8 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

250 gallons.

2850 "

3100 "

tons 800 lbs.

158 " 2207 "

P. M.																
1					<i>W N W</i>	2			<i>29.99</i>	<i>76</i>	<i>75</i>	<i>74</i>	<i>bcn</i>	<i>Calcut</i>	5	
2					<i>W N W</i>	2			<i>30.01</i>	<i>77</i>	<i>77</i>	<i>75</i>			6	
3						2			<i>30.04</i>	<i>78</i>	<i>78</i>	<i>76</i>			6	
4						3			<i>30.04</i>	<i>78</i>	<i>78</i>	<i>76</i>			4	
5						2			<i>30.04</i>	<i>78</i>	<i>77</i>	<i>69</i>			4	
6						2			<i>30.05</i>	<i>78</i>	<i>77</i>	<i>69</i>			4	
7						1			<i>30.08</i>	<i>78</i>	<i>77</i>	<i>69</i>			2	
8					<i>W N W</i>	1			<i>30.08</i>	<i>78</i>	<i>77</i>	<i>69</i>	<i>bcn</i>	<i>W N W</i>	10	
9						1			<i>30.10</i>	<i>77</i>	<i>76</i>	<i>68</i>			10	
10						1			<i>30.07</i>	<i>76</i>	<i>76</i>	<i>68</i>			10	
11					<i>Calcut</i>	0			<i>30.07</i>	<i>76</i>	<i>76</i>	<i>68</i>			10	
Mid.						0			<i>30.07</i>	<i>75</i>	<i>75</i>	<i>67</i>			10	

under the command of *Commander, Louis Kingsay,*
Sunday, July 26th

, 1895

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Weather clear and pleasant. Tumble to moderate breeze from S.W. with N.W. Bismarck Rising.

706 Lieutenant W. H.

From 4 to 8 A.M. Moderate breeze to light airs from N.W. & N. N.W. and N. Clear & sunny

Gr. Lieutenant W. M.

[illegible]

- 25.2 Lieutenant W. A. M.

Quinn Bauer transferred his flag to the Rev. J. J. Miller. Mack was transferred to the vessel from the "Morning" and Mr. Scholl, Jr. & Minister. When the vessel was transferred from the current with bags, hammocks and necessary transfer papers. Therman and Scholl (offenders 3d) returned to the ship and were placed under charge of Master at Arms for life keeping. The bags, hammocks and necessary papers of the Maroon (offenders 3d) & Code, A. B. Dyer, & Chapman & Perry of the "North" & Hunt & Knapton & Loder & Morrison in a Caravan & Officer & Render & Peckett & Kelson & Keweenaw & Thomas & Thompson & Wolf and Matting were transferred to the vessel. The vessel was shipped for the coast.

1871, Lieutenant, U.S.A.

*Deductions to light house Jan & Feb 1877. List to clear Payment Received in
Equipment, Dept Strick upc Mennin 4th*

Lieutenant W. H. M.

Weather clear. Calm to light air from W. Discomfort steady.

7. 2nd Lieutenant W. M.

Examined and found to be correct.

John Hubbard Navigator
Commander

LOG of the UNITED STATES

Ship Crest
Wound to Port Road, Navy Yard, New York
Wind Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.			BAROMETER.			TEMPERATURE.			State of the Weather, by symbols.	Forme of Clouds, by symbols.	Prop. of Clear Sky, in fths.	State of the Sea.
					Direction by Standard Compass.	Force.	Rel.	Leeway.	Height in inches.	Ther. at 6.	Air, Wet Bulb.	Air, Wet Bulb.	Water at Surface.				
A. M.																	
1					<i>Clear</i>	0			30.04	73	73	69		<i>faint</i>	<i>thin</i>	7	
2						0			30.05	73	73	69				6	
3						0			30.06	73	73	69				6	
4						0			30.06	72	72	69				4	
5						0			30.05	70	71	67			<i>Clouds</i>	5	
6					<i>Clear</i>	0.1			30.04	71	71	67				5	
7						0.1			30.05	71	71	67				5	
8						0.1			30.05	73	72	68				8	
9					<i>Souly</i>	1			30.04	76	75	70				7	
10						1			30.04	77	77	72				6	
11					<i>Standing up east King</i>	2			30.03	79	79	72				5	
Noon.					<i>Various</i>	3			30.00	79	79	72				4	

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon: { Latitude by D. R. 0 1 "
 Longitude by D. R. 0 1 "
 Latitude by observations of ☉ 0 1 "
 Longitude by chronometer from Forenoon Observations of ☉ 0 1 "

Position at 8 A. M. { Latitude by 0 1 "
 Longitude by 0 1 "

Position at 8 P. M. { Latitude by 0 1 "
 Longitude by 0 1 "

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at Noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons 2080 lbs.

Coal remaining on hand at Noon, 157 127 "

P. M.																	
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
Mid.																	

under the command of *Commander Louis Hughes*
Saturday July 27th

, U. S. Navy,
, 1895

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M. Fair but misty. Calm

R. D. Tinsdale

R.D.T. Ensign H.S.C.

From 4 to 8 A.M.

Light air from E. N. E. and Calms. Fair and pleasant. W. C.

(Bm rel.) Absent without leave. Killed furs at 5⁰⁰ under orders A.C. & D.

Geo. R. Beane,
Lieutenant U. S. A.

From 8 AM to Noon

Walter Fair Lighters to Gravel bridge from south to S.E. Corner falling. N. J. July 1892

[illegible]

W B Whiteley

Dr. C. R. Sedgwick

From 8 am to 7 o'clock

Generally overcast & cloudy, hazy. Gentle to fresh breeze in Squads from South. Heat 80° at noon.

[illegible]

Hand 1116 6 Y. aft 16-16
R.D. Lindale

207 Design No. 511.

From 4 to 8 P.M.

Overcast Cloudy & Windy Gentle to Moderate breezes to light rain falling from west to N.W. then clearing

to S.E. Water stream across in corner E 1/4 N 30 stanged head of house in front beam at 5.0 distance about 1/2 mile
changing Course to N E 1/2 N at 5.15 put to leading 1 1/2 miles. Steaming through Channel Course to South. hauled over part
by at 6.35 W 650 Came to Starboard Anchor in eight fathom - under 4 ft and I went to S.S. pickup at 6.45
but over drift and Readings of average Water flow in light W 3/4 E bottom 3 1/2 Miles. Drifting. Coverage then
became 5.5 lbs. Revolution 45.

L. M. Name
L. M. Design 16. 17.

Ensign 16³ M.

From 8 to Middinake

Wrote to and wrote for, from L. B. and M. H. in puff of snow and rain until 1000 Then parted.

Charming day for a little after-10.30, having about 10. Stopped distilling at 11.15

Examined and found to be correct.

Geo. R. Beck
Geo. Lieutenant 26. 5. 51

Geo. Lieutenant U.S.M.

John Hubbard
Lieutenant Navigator U.S.N.

Navigator
L. Austin

LOG of the UNITED STATES

Ship Capt
Working passage from New York to Newport R.I. *Thurs* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER. TEMPERATURE.				State of the Weather, by symbols.	Forma of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 4'.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.			
A. M.															
1				SSE	SW	3.1		29.81	73	72	69		ocg	Ant	0
2				SSE	"	3.4		29.81	73	72	69		"	"	0
3				SSE	"	3.4		29.80	70	70	67		"	"	0
4		1.3		N. by E	N. by E	3.3		29.77	69	69	66		bc	"	0
5		1.4		E by S	West	3		29.81	70	70	68		bc	"	1
6	4	21.4			N. by E	4		29.84	71	69	66		"	"	2
7	7	24.2		East	"	4		29.86	70	70	68		bc	Ant	7
8	7	30.6		E by N	N. by W.	4.5		29.86	69	69	65		"	bc	6
9	9	41.6		ESE 1/2 E	"	4		29.97	70	70	65		"	"	7
10	10	42.2		E by N	North	3.4		29.98	71	71	65		"	"	8
11	11	48.5		ESE 1/2 E	"	3		29.99	72	72	65		"	"	7
Noon.	7	68.1		"	"	3		29.89	72	72	64		"	"	4

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	'	"
	Longitude by D. R.	0	'	"
	Latitude by observations of ☉	0	'	"
	Longitude by chronometer from Forenoon Observations of ☉	0	'	"
Position at 3 A. M.	Latitude by	0	'	"
	Longitude by	0	'	"
Position at 3 P. M.	Latitude by	0	'	"
	Longitude by	0	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	'	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	'	variation used, 0
Error of the Compass by Azimuth ☉ observed at	ship's head	0	'	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	'	variation used, 0

Water expended during the preceding 24 hours,

300 gallons.

Water *Distilled* during the preceding 24 hours,

300 "

Water remaining on hand fit for use at Noon,

2400 "

Coal consumed during the preceding 24 hours,

8 tons 1170 lbs.

Coal remaining on hand at Noon,

148 " 1247 "

P. M.												
12.15	1	67.3	E 1/2 S	N by E	3	29.87	73	73	66	bc	Ant	6
1.15	2	72.3	E 1/2 S	"	3	29.89	76	74	66	"	"	5
2.15	3	78.5	N. by E	"	3	29.90	76	74	67	"	"	5
	4		"	"	3	29.93	76	74	67	"	"	7
	5		N. by E	N. by E	4	29.90	73	74	67	"	"	7
	6		N. by E	"	4	29.91	72	74	67	bc	"	6
	7		"	N. by E	4	29.96	72	72	68	"	"	8
	8		West	N. by E	1	29.96	71	71	67	"	"	9
	9	8.30 Flood	N. by E	N. by E	1	29.96	70	68	64	bc	"	10
	10		N. by E	"	4	29.95	68	67	64	bc	Ant	7
	11		West	"	1	29.96	67	67	63	"	"	8
Mid.			N. by E	bc	8	29.96	66	66	64	"	"	8

under the command of

under the command of *Commander M^r. Kingsley,*
Sunday July 28th

, U. S. Navy,
1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences Winter 4 AM

Period of squally rain lightning last half drizzling
rain then clear. Gusts to moderate breeze from NW to SW at 3.30 spread fire
at 3.50 turned over the Engines. J. L. L.

L. Lundy,
 17th. December at 10 A.M.

From 4 to 8 am.

Weather cloudy, clearing during watch. Gulls to moderate breeze from N to NW. Barometer rising. At 4⁴⁰ got underway and see Course E 1/2 but log reading 11.3 At 6⁰⁰ Clark Island was abeam, but log 21. H. changed Course to East. At 6⁴⁵ Set Jit for 1st mast stay sail and spinnaker. At 7 changed Course to E 1/4 but end of watch Point Island was abeam, but log reporting 36.6 Average Steam Pressure 55 lb. No revolutions 43.

W.B. Bunker

W.B. Whittier
Lt. Col. U.S.A.

From 8 A. M. to Meridia

[illegible]

R. D. Finkle
285 Ensign H. S. H.

From Meridian to H R M.

Chordepsia pleasant light breeze from NW by N. Barometer rising at beginning of work
on course SW E. at 11 AM changed course to NE by E. Cat log 69.3. At 12:15 changed course to E & SE. Hauling trap off boat.
Judith trailing NW. Distance 18 Mds. Cat log 70.1. At 1:45 hauler in cat log. net deep port water. 120 raised all hands
work ship. Released number with Constellation I made signal. Request permission to move to buoy "Constellation" dig needed.
Yes. A band of solid engaged in moving ship. Moved away moving chain of one buoy, found the missing chain of
another in investigation condition provided & third buoy placed co-operated at 3 o'clock left for 14°-5' at 16° 6'

L. M. Kame
L. M. Kame H. L. N.

From 4 to 8 P.M.

Clear pleasant Light & no breeze. Tides running to buoyal 4.5 covered out steam
cannon all over fine to dirt and under boiler. Or D tanked fine under boiler. 2 for settling papers.
Commanding Officer find an official tied to Commandant of Station. R. D. Enslin

R.D. Fiske
Ensign U.S.N.

From 8 to Midnight.

Clear & cool light air from N.W. to West. Considered settling 1.30 by appearance
time current

L. M. ^{Mc}Namee
Elizabethtown

John Hubbard
Navigator,
Lieutenant A.S.

Examined and found to be correct.

LOG of the UNITED STATES

Ship Cass
Moved to buoy in the Harbor of Newport R.I. *Third* Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSE STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.					TEMPERATURE.	State of the Weather, by symbols.	Form of Clouds, by symbols.	Temp. of Air, by Bulb.	Temp. of Water at Surface.	Temp. of Clear Sky, in Shade.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.							
A. M.																			
1				<i>Ship's head</i>	<i>No by 70</i>	1		29.98	66	67	62			<i>bc</i>	<i>Cum</i>	9			
2				<i>N. E.</i>	<i>Wind</i>	2		29.99	66	66	62			"	"				9
3				<i>Wind</i>	"	1		29.99	65	66	63			<i>t</i>	<i>Time</i>	10			
4				<i>N. E. W.</i>	<i>N. E. W.</i>	2		30.00	65	65	62			"	"				10
5					<i>Wind</i>	1		30.00	65	65	62			"	"				10
6				<i>N. E.</i>	"	1		30.01	66	66	63			"	"				10
7				<i>N. E.</i>	"	0.1		30.01	67	67	63			"	"				10
8				<i>Wind</i>	<i>Calm</i>	0		30.05	69	69	64			"	"				10
9				<i>Wind</i>	"	0		30.05	69	69	65			"	"				10
10				<i>Wind</i>	<i>Wind</i>	2		30.06	71	71	67			<i>bc</i>	<i>Cum</i>	6			
11				"	<i>Wind</i>	3		30.07	73	73	67			"	"				6
Noon.				"	"	3		30.05	73	73	68			"	"				5

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	'	"
	Longitude by D. R.	o	'	"
	Latitude by observations of ☉	o	'	"
	Longitude by chronometer from Forenoon Observations of ☉	o	'	"
Position at 8 A. M.	Latitude by	o	'	"
	Longitude by	o	'	"
Position at 8 P. M.	Latitude by	o	'	"
	Longitude by	o	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

700 gallons.

0.10 "

2610 "

2 tons lbs.

126 " 1247 "

P. M.																			
1				<i>Wind</i>	<i>Wind</i>	<i>Wind</i>		30.05	75	75	71			<i>bc</i>	<i>Cum</i>	4			
2				"	"	<i>Wind</i>		30.03	74	75	73			"	"				3
3				"	"	<i>Wind</i>		30.02	73	75	73			"	"				3
4				"	"	<i>Wind</i>		30.04	73	75	73			"	"				3
5				"	"	<i>Wind</i>		30.03	73	75	73			"	<i>Cum</i>	7			
6				"	"	<i>Wind</i>		30.02	70	73	69			"	"				3
7				"	"	<i>Wind</i>		30.02	70	73	68			"	"				4
8				"	"	<i>Wind</i>		30.03	70	72	67			"	"				4
9				"	"	<i>Wind</i>		30.03	68	70	66			"	"				6
10				"	"	<i>Wind</i>		30.03	68	70	66			<i>bc</i>	"				7
11				"	"	<i>Wind</i>		30.04	69	69	66			"	"				8
Mid.				<i>Wind</i>	"	<i>Wind</i>		30.01	69	69	66			"	"				9

under the command of

Commander Louis Kingsley
Monday, July 27th

, U. S. Navy,
1855.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Monday & Night 4 A. M.

Light air to light breeze from North to N. N. W. Clear & cool with heavy dew. No tidal current perceptible.

J. B. Luby,
2^d Lieutenant U. S. N.

From 4 to 8 A. M.

Cloudless & cool. Light air from North and Calm. Began distilling at 6 o'clock. Hauled fire from B.

R. D. Fiske,
2^d Lieutenant U. S. N.

From 8 to Noon

Cloudy & pleasant Calm to gentle breeze from S. W. Mustered at quarters at 9.30. Engaged in painting under top gallant forecabin & overhauling running rigging. One magazine W. Blough (App 3 cl) had a bomb in his hand broken which was looking

L. M. James,
2^d Lieutenant U. S. N.

From Noon to 4 P. M.

Gentle to moderate breeze from S. W. S. W. Fair and pleasant. Continued the effects of the following disorders J. Martin (Ld) (P. 50) J. P. O'Neil (Jr) (P. 15) and W. B. (P. 86) (P. 86).

J. B. Luby,
2^d Lieutenant U. S. N.

From 4 to 8 P. M.

Cloudy and cool. Gentle to moderate breeze from S. W. J. finished distilling and let fires die out.

L. M. James,
2^d Lieutenant U. S. N.

From 8 P. M. to Midnight

Light breeze from S. W. Clear & pleasant, heavy dew.

J. B. Luby,
2^d Lieutenant U. S. N.

Examined and found to be correct.

John H. Hildreth,
2^d Lieutenant U. S. N.

LOG of the UNITED STATES

Ship *Essex*
Went to begin the Harbor of Newport R. I. *Thurs* *Rate,*

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.			Leeway.	BAROMETER.				TEMPERATURE.		State of the Weather, by symbols.	Forma of Clouds, by symbols.	Temp. of Air, Surface.	Temp. of Water, Surface.	State of the Sea.
					Direction by Standard Compass.	Force.	Heel.		Height in inches.	Air, Dry.	Air, Wet.	Water at Surface.	Air, Dry Bulb.	Air, Wet Bulb.					
A. M.																			
1				<i>S. by E.</i>	<i>S. W.</i>	<i>1.2</i>			<i>30.06</i>	<i>68</i>	<i>66</i>	<i>bc</i>	<i>Clear</i>						
2					"	<i>1</i>			<i>29.98</i>	<i>68</i>	<i>66</i>	"	"						
3				<i>N. by E.</i>	"	<i>1.3</i>			<i>29.96</i>	<i>68</i>	<i>66</i>	"	"						
4				<i>N. by E.</i>	"	<i>2</i>			<i>29.96</i>	<i>68</i>	<i>66</i>	"	"						
5				<i>S. W.</i>	"	<i>2</i>			<i>29.96</i>	<i>67</i>	<i>66</i>	<i>bc</i>	<i>Clear</i>						
6				<i>S. W.</i>	"	<i>3</i>			<i>29.95</i>	<i>69</i>	<i>66</i>	<i>bc</i>	<i>Clear</i>						
7					"	<i>3.4</i>			<i>29.95</i>	<i>69</i>	<i>66</i>	"	<i>Clear</i>						
8				<i>S. by E.</i>	"	<i>4</i>			<i>29.94</i>	<i>70</i>	<i>67</i>	"	<i>Clear</i>						
9				"	"	<i>4</i>			<i>29.93</i>	<i>72</i>	<i>68</i>	<i>bc</i>	<i>Clear</i>						
10				"	<i>S. by E.</i>	<i>4</i>			<i>29.93</i>	<i>72</i>	<i>68</i>	"	"						
11				"	"	<i>4.5</i>			<i>29.92</i>	<i>72</i>	<i>69</i>	"	"						
Noon.				"	"	<i>4.5</i>			<i>29.92</i>	<i>74</i>	<i>70</i>	"	"						

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	o	'	"
	Longitude by D. R.	o	'	"
	Latitude by observations of ☉	o	'	"
	Longitude by chronometer from Forenoon Observations of ☉	o	'	"
Position at 8 A. M.	Latitude by	o	'	"
	Longitude by	o	'	"
Position at 8 P. M.	Latitude by	o	'	"
	Longitude by	o	'	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Error of the Compass by Azimuth ☉ observed at , ship's head

Deviation of the Compass by Azimuth ☉ observed at , ship's head

Water expended during the preceding 24 hours,

Water *distilled* during the preceding 24 hours,

Water remaining on hand fit for use at Noon,

Coal consumed during the preceding 24 hours,

Coal remaining on hand at Noon,

300 gallons.

300 "

3600 "

1 tons 80 lbs.

145 " 1167 "

P. M.																				
1			S. W.	S. W.	4.6				29.93	71	70	bc	Clear							
2				"	4.6				29.95	75	70	"	"							
3				"	4.6				29.95	77	69	bc	Clear							
4			S. by S	"	4.6				29.97	71	70	67	bc							
5				S. W.	4.7				29.97	71	70	67	"							
6			N. by S	N. W.	4.2				29.98	71	70	67	"							
7			S. E.	Clear	0				29.98	67	67	66	"							
8			S. W.	N. W.	1				29.81	67	67	66	"							
9			N. W.	S. W.	1.2				29.83	67	67	66	"							
10			N. W. by N	N. W.	1				29.84	67	67	66	"							
11			N. W. by N	"	2				29.87	66	66	65	"							
Mid.			N. by N	"	3				29.86	64	63	61	"							

under the command of

Commander Louis Naisley,
Tuesday July 30th

, U. S. Navy,
1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences to 4 A.M.

Barometer falling.

Weather clear, light air to gentle breeze from S.W.

From 4 to 8 A.M.

Barometer (P. M. Clerk) 28.0. Dr. C. W. Alaman returned from leave. Period morning
calm.

W. B. Whitley
Lieutenant U.S.N.

From 8 A.M. to Noon

Moderate to fresh breeze from S.W. S. fair and misty.
At 9.30 minutes inspected crew at quarters, the hospital. Received in pay 40¢, 3¢, 1¢
Bread, 4¢, 1¢, 1¢ + 4¢, 1¢, 1¢, 1¢.

L. M. Nance
Ensign U.S.N.

From Noon to 4 P.M.

Weather fine, clearing up during coasted, light rain at end of
coast. Moderate to fresh breeze in squalls from S.W. Barometer falling. Lieutenant John
H. N. reported for duty and Lieutenant G. R. Clarke U.S.N. was detached from duty on board this
ship in accordance with Department orders of July 26th.

J. L. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Moderate breeze to moderate gale in puffs first hour, moderating
second hour calm third hour. Light air from S.W. or East about 10 o'clock sunset, rain
7.4 usually with thunder and big bling first half, clearing partly towards end of coast.

W. B. Whitley
Lieutenant U.S.N.

From 8 P.M. to Midnight

Weather fine. Light air to gentle breeze from S.W. to W. Barometer rising

J. L. Luby
Lieutenant U.S.N.

W. B. Whitley
Lieutenant U.S.N.

Examined and found to be correct.

John Hubbard
Lieutenant U.S.N.

LOG of the UNITED STATES

Ship *Essex* *Wind* *Rate,*
Moved to buoy in harbor of Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND.		Leeway.	BAROMETER.		TEMPERATURE.		State of the Weather, by symbols.	Form of Clouds, by symbols.	Direction and Force of Surface Current.	State of the Sea.
					Direction by Standard Compass.	Force.		Height in inches.	Ther. at 54°.	Air, Dry Bulb.	Air, Wet Bulb.				
A. M.				<i>N. by W.</i>	<i>N. by W.</i>	<i>3</i>		<i>29.85</i>	<i>60</i>	<i>60</i>	<i>56</i>	<i>bc</i>	<i>Clear</i>	<i>8</i>	
1						<i>3</i>		<i>29.85</i>	<i>60</i>	<i>60</i>	<i>56</i>			<i>9</i>	
2				<i>North</i>	<i>N. by W.</i>	<i>3</i>		<i>29.85</i>	<i>60</i>	<i>59</i>	<i>54</i>		<i>Clear</i>	<i>7</i>	
3					<i>North</i>	<i>2</i>		<i>29.85</i>	<i>60</i>	<i>59</i>	<i>54</i>			<i>6</i>	
4				<i>N. by W.</i>		<i>1</i>		<i>29.87</i>	<i>60</i>	<i>58</i>	<i>54</i>			<i>7</i>	
5						<i>1</i>		<i>29.89</i>	<i>60</i>	<i>58</i>	<i>54</i>			<i>8</i>	
6				<i>N. by W.</i>	<i>N. by W.</i>	<i>1</i>		<i>29.90</i>	<i>61</i>	<i>59</i>	<i>54</i>			<i>8</i>	
7				<i>N. by W.</i>	<i>N. by W.</i>	<i>2</i>		<i>29.91</i>	<i>61</i>	<i>59</i>	<i>54</i>			<i>8</i>	
8				<i>N. by W.</i>		<i>2</i>		<i>29.92</i>	<i>63</i>	<i>63</i>	<i>55</i>			<i>9</i>	
9					<i>West</i>	<i>2</i>		<i>29.92</i>	<i>64</i>	<i>64</i>	<i>53</i>			<i>9</i>	
10				<i>N. by W.</i>		<i>2</i>		<i>29.91</i>	<i>66</i>	<i>66</i>	<i>58</i>			<i>9</i>	
11				<i>N. by W.</i>	<i>N. by W.</i>	<i>3</i>		<i>29.91</i>	<i>67</i>	<i>67</i>	<i>60</i>			<i>8</i>	
Noon.															

Course and distance made good since preceding noon by observations,

knots. tenths.

Position at Noon:	Latitude by D. R.	0	0	"
	Longitude by D. R.	0	0	"
	Latitude by observations of ☉	0	0	"
	Longitude by chronometer from Forenoon Observations of ☉	0	0	"
Position at 8 A. M.	Latitude by	0	0	"
	Longitude by	0	0	"
Position at 8 P. M.	Latitude by	0	0	"
	Longitude by	0	0	"

Current during the time, knots tenths per hour, setting to the

Error of the Compass by Azimuth ☉ observed at	ship's head	0	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	0	variation used.
Error of the Compass by Azimuth ☉ observed at	ship's head	0	0	"
Deviation of the Compass by Azimuth ☉ observed at	ship's head	0	0	variation used.

Water expended during the preceding 24 hours, *300* gallons.Water during the preceding 24 hours, *2300* "Water remaining on hand fit for use at Noon, *1* tons *1167* lbs.Coal consumed during the preceding 24 hours, *144* "Coal remaining on hand at Noon, *1167* "

P. M.			<i>N. by W.</i>	<i>N. by W.</i>	<i>4</i>	<i>29.91</i>	<i>67</i>	<i>67</i>	<i>61</i>	<i>bc</i>	<i>Clear</i>	<i>8</i>	
1					<i>4</i>	<i>29.90</i>	<i>67</i>	<i>68</i>	<i>60</i>			<i>8</i>	
2					<i>4</i>	<i>29.90</i>	<i>68</i>	<i>70</i>	<i>60</i>			<i>9</i>	
3			<i>N. by W.</i>		<i>4</i>	<i>29.90</i>	<i>68</i>	<i>71</i>	<i>63</i>			<i>9</i>	
4				<i>N. by W.</i>	<i>4</i>	<i>29.90</i>	<i>69</i>	<i>71</i>	<i>64</i>			<i>7</i>	
5					<i>3</i>	<i>29.90</i>	<i>69</i>	<i>70</i>	<i>63</i>			<i>6</i>	
6					<i>3</i>	<i>29.91</i>	<i>67</i>	<i>68</i>	<i>62</i>			<i>6</i>	
7			<i>N. by W.</i>	<i>N. by W.</i>	<i>3</i>	<i>29.92</i>	<i>66</i>	<i>66</i>	<i>61</i>			<i>9</i>	
8				<i>N. by W.</i>	<i>3</i>	<i>29.91</i>	<i>65</i>	<i>65</i>	<i>61</i>			<i>7</i>	
9			<i>N. by W.</i>		<i>3</i>	<i>29.92</i>	<i>65</i>	<i>65</i>	<i>61</i>			<i>9</i>	
10					<i>3</i>	<i>29.92</i>	<i>64</i>	<i>64</i>	<i>61</i>			<i>9</i>	
11					<i>3</i>	<i>29.92</i>	<i>64</i>	<i>64</i>	<i>61</i>			<i>6</i>	
Mid.													

under the command of *Commander Louis Kingsley*
Wednesday, July 31st

, U. S. Navy,
, 1895.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

"Muster List"

of 60 Apprentices 3rd Class,

Transferred to the N.Y. Cuni 31st June 1893.

zes. Ebb Tide.

R. B. L. Dale

Dr. 1871. *Quincy* H. J. W.

W + W H W. Clear Cool
ation. Answered I made
to a beautiful. Purified

W. B. Luby,
Lieutenant U. S. M.

to general usage from
Quarters at 1120 P.M. fail

W. B. Whittier
Lieutenant U. S. A.

age from Mr. Rawson
banded his tooth the 10th
- 21.3.12 - W. J. J. Dolphin
a Delanguey, Munster
"Constellation", which was
paid an official

R. G. Fendall

247 Design W. J. H.

from Mr. J. to Mr. J.
- official visit to the
band and official visit

WZPunkt

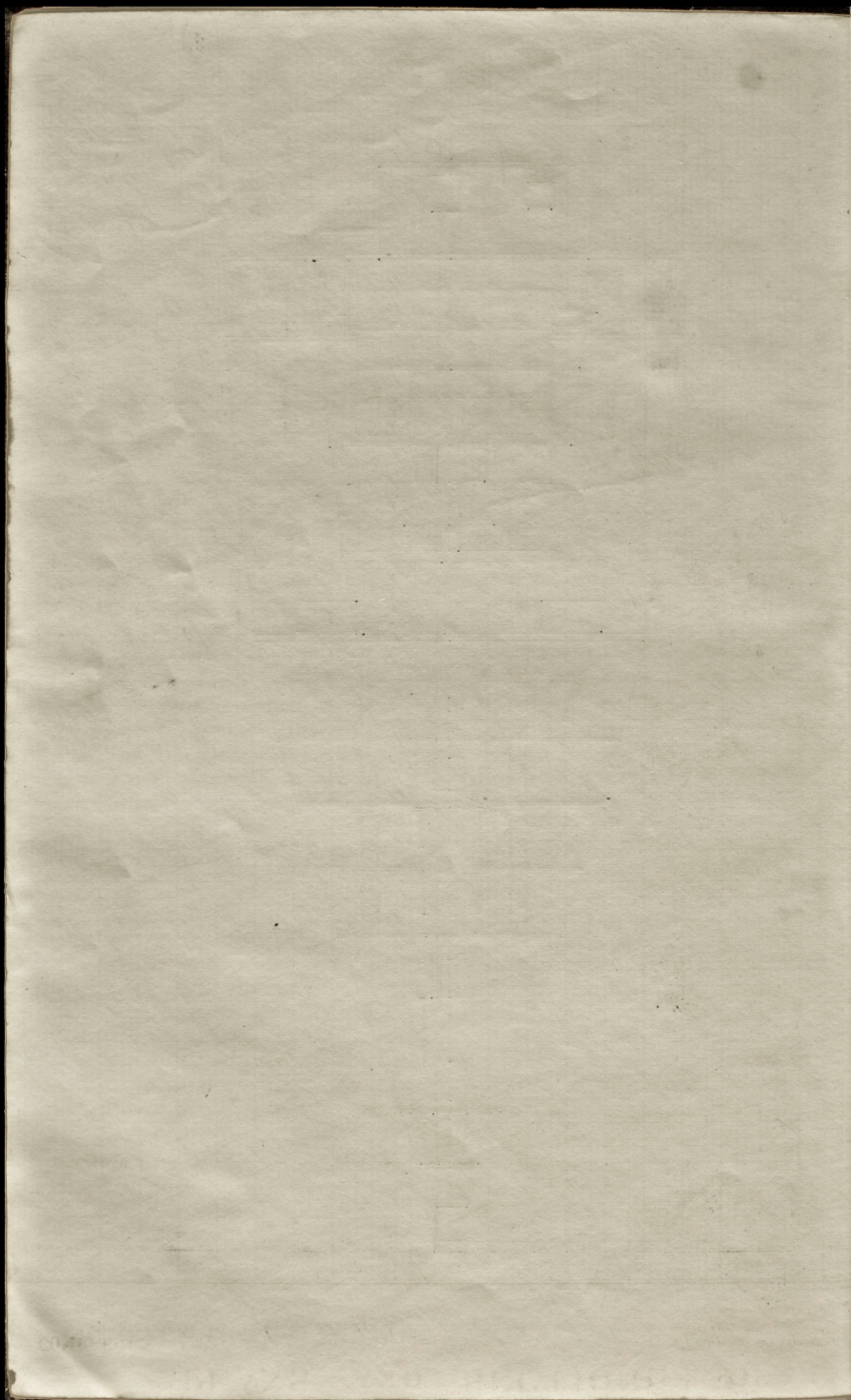
new Lieutenant W. J. M.

S. Moonlight.

R. F. Lindale

224 Ensign W. F. W.

John Hubbard Navigator,
Lieutenant U.S.N.



under the command of

Commander, Louis Kingsley
Wednesday, July 31st

, U. S. Navy,

, 1875.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Midnight to 4 A.M.

Clear and cool, gentle NW by breeze, Ebb tide.

From 4 to 8 A.M.

Right cars to light breeze from North, NW & W NW, clear cool.
At 7.40 made out 54.55 (permission to loose sail) Constellation answered & made
904 (Peruism painted) answered, called and hands & closed deck to a faint blue sky.
40 lb. fresh beef, 3 lb. bread & 40 lb. vegetables.

R. F. Fiske
Lieutenant W. J. M.

From 8 A.M. to Noon

Weather clear and pleasant, light to gentle breeze from
N. N. W. to North shifting to S W about 11.30. At 9.30 mustered crew & quarter at 10.00 full

J. B. Luby,
Lieutenant W. J. M.

From Noon to 4 P.M.

Clear and pleasant. Moderate breeze from S. W. Received
from Training Station Co. 3rd class of Pleasures. Received as per appendix list with three
bags hammocks & necessary transfer papers, & delivered them at quarter at 3.15. W. J. F. Dolphin
flying the flag of the Secretary of the Navy came in and anchored, Delahougue, number
with W. J. F. Constellation. A salute of 17 guns was fired from the Constellation, which was
returned with 6 guns from Dolphin. The Commandant of the station paid an official
visit to the Dolphin, receiving a salute of 11 guns on his departure.

W. B. Whittier
Lieutenant W. J. M.

From 4 to 8 P.M.

Weather clear, Moderate to gentle breeze from N. N. W. to N. W. by
Breeze. Being the Commanding Officer of this ship paid an official visit to the
W. J. F. Dolphin. The Commanding Officer of W. J. F. Constellation paid an official visit
to this vessel.

R. F. Fiske
Lieutenant W. J. M.

From 8 P.M. to Midnight

Clear and cool, gentle breeze from N. N. W. to N. W. by

W. B. Whittier
Lieutenant W. J. M.

Approved

Louis Kingsley

R. F. Fiske
Lieutenant W. J. M.

Examined and found to be correct.

Commander W. J. M. Commanding

John Shufford
Navigator
Lieutenant W. J. M.

